

inspection in accordance with Avions Pierre Robin Service Bulletin No. 90, dated May 3, 1982.

(b) At whichever of the compliance times in paragraphs (b)(1) and (b)(2) of this AD that occurs first, reinforce the left-hand and right-hand aileron/flap common support bracket in accordance with the instructions in Avions Pierre Robin Repair Kit No. 97.40.16, as specified in Avions Pierre Robin Service Bulletin No. 90, dated May 3, 1982.

(1) Prior to further flight if any crack(s), loose rivet(s), and/or separation of the bracket from the skin is/are found during any inspection required by paragraph (a) of this AD; or

(2) Within the next 12 calendar months after the effective date of this AD.

(c) Reinforcing the aileron/flap common support bracket as specified in paragraph (b) of this AD is considered terminating action for the repetitive inspection requirement of this AD.

(d) As of the effective date of this AD, no person may install, on any affected airplane, an aileron/flap common support bracket that has not been reinforced as specified in paragraph (b) of this AD.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be used if approved by the Manager, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(g) Questions or technical information related to the service information referenced in this AD should be directed to Avions Pierre Robin, 1, route de Troyes, 21121 Darois-France; telephone: 33-3 80 44 20 50; facsimile: 33-3 80 35 60 80. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(h) The inspections required by this AD shall be done in accordance with Avions Pierre Robin Service Bulletin No. 90, dated May 3, 1982. The reinforcements required by this AD shall be done in accordance with the instructions in Avions Pierre Robin Repair Kit No. 97.40.16, as specified in Avions Pierre Robin Service Bulletin No. 90, dated May 3, 1982. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Avions Pierre Robin, 1, route de Troyes, 21121 Darois-France. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the

Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in issued French AD 82-70-(A), dated May 19, 1982.

(i) This amendment becomes effective on June 7, 1999.

Issued in Kansas City, Missouri, on April 15, 1999.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-10173 Filed 4-23-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-214-AD; Amendment 39-11145; AD 99-09-12]

RIN 2120-AA64

Airworthiness Directives; British Aerospace (Jetstream) Model 4101 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all British Aerospace (Jetstream) Model 4101 series airplanes, that requires repetitive inspections to detect damage of the structure associated with the engine nacelle fairing attached to the wing flaps, and repair of any damage found; drilling a new drain hole in each engine nacelle fairing; and applying a sealant to the gap between the wing flap and engine nacelle fairing. This amendment also requires correction of discrepancies, and modification of the wing flap structure, which terminates the repetitive inspections. This amendment is prompted by reports of fatigue cracks found in the structure that attaches the engine nacelle fairing to the wing flaps. The actions specified by this AD are intended to prevent such fatigue cracking, which could result in the partial or complete separation of the fairing from the wing flap, and consequent additional structural damage to the airframe and/or reduced controllability of the airplane.

DATES: Effective June 1, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 1, 1999.

ADDRESSES: The service information referenced in this AD may be obtained from AI(R) American Support, Inc., 13850 McLearn Road, Herndon, Virginia 20171. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION:

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to all British Aerospace (Jetstream) Model 4101 series airplanes was published as a supplemental notice of proposed rulemaking (NPRM) in the **Federal Register** on February 17, 1999 (64 FR 7830). That action proposed to require repetitive inspections to detect damage of the structure associated with the engine nacelle fairing attached to the wing flaps, and repair of any damage found; drilling a new drain hole in each engine nacelle fairing; and applying a sealant to the gap between the wing flap and engine nacelle fairing. That action also proposed to limit the applicability of the AD. The action also proposed to require corrective actions for discrepancies, and modification of the wing flap structure, which would terminate the repetitive inspections.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

The FAA estimates that 51 airplanes of U.S. registry will be affected by this AD.

It will take approximately 2 work hours per airplane to perform the detailed visual inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the inspection required by this AD on U.S.

operators is estimated to be \$6,120, or \$120 per airplane, per inspection cycle.

It will take approximately 1 work hour per airplane to drill a drain hole and apply primer and sealant, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of these actions required by this AD on U.S. operators is estimated to be \$3,060, or \$60 per airplane.

It will take approximately 90 work hours per airplane to accomplish the required terminating modification, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$2,658 per airplane. Based on these figures, the cost impact of the modification required by this AD on U.S. operators is estimated to be \$410,958, or \$8,058 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the

Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

99-09-12 British Aerospace Regional Aircraft [Formerly Jetstream Aircraft Limited; British Aerospace (Commercial Aircraft) Limited]: Amendment 39-11145. Docket 96-NM-214-AD.

Applicability: Jetstream Model 4101 airplanes, excluding those on which Jetstream Modifications JM41575B and JM41575C have been accomplished, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent fatigue cracking in the structure that attaches the flap nacelle fairing to the wing flaps, which could result in the partial or complete separation of the fairing from the wing flap, and consequent additional structural damage to the airframe and/or reduced controllability of the airplane, accomplish the following:

(a) Prior to the accumulation of 1,500 total hours time-in-service, or within 60 days after the effective date of this AD, whichever occurs later, accomplish the requirements of paragraphs (a)(1), (a)(2), and (a)(3) of this AD.

(1) Perform a detailed visual inspection to detect discrepancies [cracks, loose rivets and Jo-Bolts, chafing damage at the flap trailing edge, and installation of nonstandard parts (as defined in Figure 1. of Jetstream Alert Service Bulletin J41-A57-015, Revision 1, dated August 23, 1996, or Revision 2, dated June 30, 1997)] and previous repairs of the flap structure that attaches the flap nacelle fairing to each wing flap; in accordance with Jetstream Alert Service Bulletin J41-A57-015, Revision 1, dated August 23, 1996, or Revision 2, dated June 30, 1997. Repeat the inspection thereafter at intervals not to exceed 1,500 hours time-in-service until the requirements of paragraph (b) of this AD have been accomplished.

(i) Except as provided by paragraph (a)(1)(ii) of this AD, if any discrepancy is found, prior to further flight, perform corrective action in accordance with Revision 1 or Revision 2 of the alert service bulletin.

(ii) If any discrepancy is found for which Revision 1 or Revision 2 of the alert service bulletin specifies to contact the manufacturer to obtain a repair scheme: Prior to further flight, repair in accordance with a method approved by either the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate; or the Civil Aviation Authority (or its delegated agent).

(2) Drill a drain hole in the flap nacelle fairing on each wing flap, in accordance with Jetstream Alert Service Bulletin J41-A57-015, dated May 27, 1996, Revision 1, dated August 23, 1996, or Revision 2, dated June 30, 1997.

(3) Apply new primer and sealant to the gap between the wing flap and flap nacelle fairing, in accordance with Jetstream Alert Service Bulletin J41-A57-015, Revision 1, dated August 23, 1996, or Revision 2, dated June 30, 1997.

(b) Within 3,000 hours time-in-service after the effective date of this AD: Modify the wing flap structure in accordance with Jetstream Service Bulletin J41-57-017, dated May 9, 1997. Accomplishment of this modification constitutes terminating action for the repetitive inspection requirements of this AD.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(e) Except as provided by paragraph (a)(1)(ii) of this AD, the actions shall be done in accordance with Jetstream Service Bulletin J41-57-017, dated May 9, 1997; Jetstream Alert Service Bulletin J41-A57-015, Revision 1, dated August 23, 1996; and Jetstream Alert Service Bulletin J41-A57-015, Revision 2, dated June 30, 1997, which contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1-3	2	June 30, 1997.
2, 4-9	1	Aug. 23, 1996.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from AI(R) American Support, Inc., 13850 Mclearen Road, Herndon, Virginia 20171. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in British airworthiness directive 006-05-96.

(f) This amendment becomes effective on June 1, 1999.

Issued in Renton, Washington, on April 19, 1999.

D. L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-10180 Filed 4-23-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-CE-50-AD; Amendment 39-11140; AD 99-09-07]

RIN 2120-AA64

Airworthiness Directives; S.N. CENTRAIR 101 Series Gliders

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to all S.N. CENTRAIR (CENTRAIR) 101 series gliders that have modification 101-24 (major cockpit configuration equipped on all gliders manufactured since 1990) incorporated, and do not have modification 101-21 (minor modifications to this cockpit configuration) incorporated. This AD requires installing an attachment lug to the supporting bracket in order to secure the battery discharge warning device. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for France. The actions specified by this AD are intended to prevent elevator flight control interference caused by an unsecured

battery discharge warning device, which could result in reduced or loss of glider control.

DATES: Effective June 7, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the **Federal Register** as of June 7, 1999.

ADDRESSES: Service information that applies to this AD may be obtained from S.N. CENTRAIR, Aerodome—36300 Le Blanc, France; telephone: 02.54.37.07.96; facsimile: 02.54.37.48.64. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-50-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6934; facsimile: (816) 426-2169.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to all CENTRAIR 101 series gliders that have modification 101-24 (major cockpit configuration equipped on all gliders manufactured since 1990) incorporated, and do not have modification 101-21 (minor modifications to this cockpit configuration) incorporated was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on January 5, 1999 (64 FR 441). The NPRM proposed to require installing an attachment lug (part number SY986A or an FAA-approved equivalent part number) to the supporting bracket in order to secure the battery discharge warning device.

Accomplishment of the proposed action as specified in the NPRM would be required in accordance with CENTRAIR Service Bulletin No. 101-19, Revision 1, dated May 20, 1997.

The NPRM was the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for France.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the

proposed rule or the FAA's determination of the cost to the public.

The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

Compliance Time of This AD

Although the elevator flight control interference caused by an unsecured battery discharge warning device would only be unsafe during flight, the unsafe condition is not a result of the number of times the glider is operated. The chance of the battery discharge warning device becoming unsecure is the same for a glider with 50 hours time-in-service (TIS) as it would be for a glider with 500 hours TIS. For this reason, the FAA has determined that a compliance based on calendar time should be utilized in this AD in order to assure that the unsafe condition is addressed on all gliders in a reasonable time period.

Cost Impact

The FAA estimates that 63 gliders in the U.S. registry will be affected by this AD, that it will take approximately 4 workhours per glider to accomplish this action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$15 per glider. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$16,065, or \$255 per glider.

Regulatory Impact

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3)