

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:

98-14-06 British Aerospace Regional

Aircraft [Formerly Jetstream Aircraft Limited; British Aerospace (Commercial Aircraft) Limited]: Amendment 39-10640. Docket 98-NM-113-AD.

Applicability: BAe Model ATP airplanes, as listed in British Aerospace Alert Service Bulletin ATP-32-85, Revision 1, dated March 20, 1998; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been 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 failure of the spring strut assembly of the forward door of the main landing gear (MLG), which could result in the inability to extend the MLG, accomplish the following:

(a) Within 600 flight hours after the effective date of this AD, perform a visual inspection for discrepancies of the fork end of the spring strut assembly of the forward door of the MLG, on the left and right sides of the airplane; in accordance with British Aerospace Alert Service Bulletin ATP-32-85, Revision 1, dated March 20, 1998.

(1) If no discrepancy is detected, repeat the visual inspection thereafter at intervals not to exceed 1,500 flight hours until the actions specified by paragraph (b) of this AD are accomplished.

(2) If any discrepancy is detected, prior to further flight, replace the existing spring strut assembly with a new or serviceable part, in accordance with the alert service bulletin. Repeat the visual inspection thereafter at intervals not to exceed 1,500 flight hours until the actions specified by paragraph (b) of this AD are accomplished.

(b) Within 18 months after the effective date of this AD, replace the spring strut assembly of the forward door of the MLG with an improved spring strut assembly, on the left and right sides of the airplane; in accordance with British Aerospace Service Bulletin ATP-32-87, dated January 29, 1998. This replacement constitutes terminating action for the requirements of this AD.

(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, FAA, Transport Airplane Directorate. Operators shall submit their request 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.

(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.

(e) The replacement shall be done in accordance with British Aerospace Service Bulletin ATP-32-87, dated January 29, 1998. The inspection shall be done in accordance with British Aerospace Alert Service Bulletin ATP-32-85, Revision 1, dated March 20, 1998, which contains the following effective pages:

Page No. shown on page	Revision level shown on page	Date shown on page
1-3, 6, 7, 10	1	March 20, 1998.
4, 5, 8, 9, 11	Original ..	January 26, 1998.

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.

(f) This amendment becomes effective on August 5, 1998.

Issued in Renton, Washington, on June 24, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-17417 Filed 6-30-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-ANE-33-AD; Amendment 39-10636; AD 98-14-02]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney Canada PW100 Series Turboprop Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Pratt & Whitney Canada (PWC) PW100 series turboprop engines, that requires removal of the existing fuel manifold tubes, lock plates, and preformed packing; installation of improved fuel manifold transfer tubes, improved lock plates, and improved preformed packing; and, after installation, the performance of a leak check. This amendment is prompted by reports of engine fuel leaks which resulted in either inflight engine shutdowns or fire warnings. The actions specified by this AD are intended to prevent engine fuel leaks, which can result in inflight engine shutdowns or fire warnings.

DATES: Effective August 31, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 31, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Pratt & Whitney Canada, 1000 Marie-Victorin, Longueuil, Quebec, Canada J4G 1A1; telephone (514) 677-9411, fax (514) 647-3620. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Jason Yang, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7747, fax (781) 238-7199.

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 Pratt & Whitney Canada (PWC) PW118, PW118A, PW118B, PW119B, PW119C, PW120, PW120A, PW121, PW121A, PW123, PW123B, PW123C, PW123D, PW123E, PW124B, PW125B, PW126A, PW127, PW127E, PW127F series turboprop engines was published in the **Federal Register** on October 24, 1997 (62 FR 55364). That action proposed to require removal of the existing fuel manifold tubes, lock plates, and preformed packing and installation of improved fuel manifold transfer tubes, lock plates, and preformed packing, at the earliest of the following: (1) the next time, after the effective date of this AD, that the engine or module is at a maintenance base that can do the modifications specified, regardless of the scheduled maintenance action or reason for engine removal; (2) or at the next fuel nozzle change; or (3) prior to November 30, 1998. This calendar end-date was determined based upon risk assessment. After installation, but prior to further flight, this AD requires performing a leak check.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

One commenter states that the affected part numbers (P/Ns) are not identified in the proposed rule. The FAA does not concur. The affected P/Ns

have been referenced in the applicable PWC Service Bulletins (SBs).

One commenter states that the parts to be installed should not be limited to the part numbers identified in the existing SBs. The AD should make allowance for installing new parts identified in subsequent revisions. The FAA does not concur. The FAA cannot approve nonexistent parts of future designs, hence the reference of subsequent revision of SB in the AD is not permitted. However, additional parts may be introduced by an AD revision, or through alternative methods of compliance requests.

One commenter states that the requirements of PWC SB No. 21549 are not necessary and should not be required by the proposed rule. The FAA does not concur. That SB introduced improved drain tubes, that have been shown to reduce or prevent fires. Drain tube leaks have been attributed to several inflight engine fires.

One commenter states that the drain tubes should be installed in accordance with PWC SB No. 21077. The FAA concurs in part with the comment that PWC SB No. 21077 provides instructions for the part removal and replacement. However, the installation of fuel manifold drain tubes may be accomplished in accordance with PWC SB No. 21549 or PWC SB No. 21077. In addition, fuel manifold transfer tube installed in accordance with PWC No. 21077 or PWC SB No. 21516 is also acceptable. Paragraph (a) of the AD compliance section has been modified accordingly.

Since publication of the NPRM, the manufacturer has issued PWC SB No. 21077, Revision 8, dated April 4, 1998. This final rule references this latest revision.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

The FAA estimates that 1,216 engines installed on aircraft of U.S. registry will be affected by this AD, that it will not take any additional work hours per engine to accomplish the proposed actions, as the actions may be performed during regularly scheduled maintenance or overhaul. Required parts will cost approximately \$370 per engine. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$449,920.

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:

98-14-02 Pratt & Whitney Canada:

Amendment 39-10636. Docket 97-ANE-33-AD.

Applicability: Pratt & Whitney Canada (PWC) PW118, W118A, PW118B, PW119B, PW119C, PW120, PW120A, PW121, W121A, PW123, PW123B, PW123C, PW123D, PW123E, PW124B, PW125B, PW126A, PW127, PW127E, PW127F series engines installed on but not limited to Dornier 328, Fokker 50, Jetstream ATP, ATR42, ATR42-500, ATR72, Embraer EMB-120, Canadair CL215T, CL415, and DeHavilland Dash-8-100/-200/-300/-315.

Note 1: This airworthiness directive (AD) applies to each engine identified in the

preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines 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 engine fuel leaks, which can result in inflight engine shutdowns or fire warnings, accomplish the following:

(a) Remove the existing fuel manifold transfer tubes, transfer tube lock plates, and fuel manifold drain tubes in accordance with PWC Service Bulletin (SB) No. 21077, Revision 8, dated April 4, 1998. Remove the

existing preformed packing in accordance with PWC SB No. 21364, Revision 1, dated April 28, 1995. Replace with fuel manifold transfer tubes in accordance with the following applicable PWC Service Bulletins (SBs): No. 21077, Revision 8, dated April 4, 1998, or No. 21516, dated August 14, 1997. Replace fuel manifold drain tubes in accordance with PWC SB No. 21549, dated September 18, 1997 or SB No. 21077, Revision 8, dated April 4, 1998. The modification must include installation of the improved lock plates in accordance with PWC SB No. 21373, Revision 3, dated October 11, 1996, and the preformed packing in accordance with PWC SB No. 21364, Revision 1, dated April 28, 1995, as follows, whichever occurs first following the effective date of this AD:

- (1) At the next engine removal, regardless of cause; or
 - (2) At the next fuel nozzle change; or
 - (3) Prior to November 30, 1998.
- (b) After the installation of the improved fuel manifold tubes and lockplates, but prior to further flight, perform a leak check in

accordance with the applicable maintenance manual.

(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, Engine Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(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 aircraft to a location where the requirements of this AD can be accomplished.

(e) The actions required by this AD shall be done in accordance with the following PWC SBs:

Document No	Pages	Revision	Date
21077	1-9	8	April 4, 1998.
Total Pages: 9			
21516	1-5	Original ..	August 14, 1997.
Total Pages: 5.			
21549	1-4	Original ..	September 18, 1997.
Total Pages: 4.			
21373	1-11	3	October 11, 1996.
Total Pages: 11.			
21364	1-8	1	April 28, 1995.
Total Pages: 8.			

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 Pratt & Whitney Canada, 1000 Marie-Victorin, Longueuil, Quebec, Canada J4G 1A1; telephone (514) 677-9411, fax (514) 647-3620. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the **Federal Register**, 800 North Capitol Street NW., suite 700, Washington, DC.

(f) This amendment becomes effective on August 31, 1998.

Issued in Burlington, Massachusetts, on June 23, 1998.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 98-17415 Filed 6-30-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-96-AD; Amendment 39-10641; AD 98-14-07]

RIN 2120-AA64

Airworthiness Directives; Cessna Aircraft Company Model 172R Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Cessna Aircraft Company Model 172R airplanes. This AD requires modifying the lower forward doorpost bulkhead by installing rivets. This AD is the result of a report from the manufacturer that these rivets were erroneously omitted during manufacture of some of the new production airplanes. The actions

specified by this AD are intended to prevent reduced structural rigidity at the forward doorpost bulkhead, which could result in structural cracking and possible loss of control of the airplane. **DATES:** Effective August 16, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 16, 1998.

ADDRESSES: Service information that applies to this AD may be obtained from The Cessna Aircraft Company, P. O. Box 7706, Wichita, Kansas 67277, telephone: (316) 941-7550, facsimile: (316) 942-9008. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-96-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. Eual Conditt, Senior Aerospace