

(d) If red dye is observed in service on hub Models in compliance with paragraph (c), or on an equivalent initial production oil filled hub Model with red dye, before further flight, or if in flight land as soon as practicable, as applicable, determine source of leakage in accordance with McCauley SL 1989-5, dated November 14, 1989. In the event the inspection reveals a crack, remove propeller assembly and replace with a serviceable oil filled hub Model with red dye.

(e) Report in writing any cracks found to the Manager, Chicago Aircraft Certification Office, within ten (10) days of the inspection. Reporting approved by the Office of Management and Budget under OMB No. 2120-0056.

(f) 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, Chicago Aircraft 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, Chicago Aircraft Certification Office.

Note 7: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Chicago Aircraft Certification Office.

(g) 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.

(h) The actions required by this AD shall be accomplished in accordance with the following McCauley service documents:

Document No.	Page	Date
Service letter 1989-5A:		
Cover	1	July 16, 1990.
Section A	1-4	July 16, 1990.
Section B	1	July 16, 1990.
Section C	1	July 16, 1990.
Section D	1-3	July 16, 1990.
Section E	1-6	July 16, 1990.
Section F	1-8	July 16, 1990.
Section G	1	July 16, 1990.
Section H	1,2	July 16, 1990.
Section I	1	July 16, 1990.
Total pages..	28	Undated.
Service manual 720415, Chapter 1.	4-6	
Total pages.	1	

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 McCauley Propeller Systems, 3535 McCauley Dr., PO Drawer 5053, Vandalia, OH 45377; telephone (937) 890-5246, fax (937) 890-6001. 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.

(i) This amendment supersedes priority letter AD 89-26-08, issued December 20, 1989.

(j) This amendment becomes effective on January 4, 1999.

Issued in Burlington, Massachusetts, on December 4, 1998.

David A. Downey,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 98-33028 Filed 12-17-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-122-AD; Amendment 39-10946; AD 98-26-05]

RIN 2120-AA64

Airworthiness Directives; British Aerospace (Operations) Limited Model B.121 Series 1, 2, and 3 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to all British Aerospace (Operations) Limited (British Aerospace) Model B.121 Series 1, 2, and 3 airplanes. This AD requires repetitively inspecting (using visual methods) the internal and external surfaces of the brake torque tube assemblies in the cockpit area for cracks. This AD also requires obtaining and incorporating repair procedures for any brake torque tube assembly found cracked. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for the United Kingdom. The actions specified by this AD are intended to detect and correct cracks in the brake torque tube assemblies, which could result in

reduced brake efficiency with possible reduced and/or loss of airplane control.

DATES: Effective January 29, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 29, 1999.

ADDRESSES: Service information that applies to this AD may be obtained from British Aerospace (Operations) Limited, British Aerospace Regional Aircraft, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland; telephone: (01292) 479888; facsimile: (01292) 479703. 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-122-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. Roger Chudy, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6932; 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 British Aerospace Model B.121 Series 1, 2, and 3 airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on September 14, 1998 (63 FR 49050). The NPRM proposed to require repetitively inspecting (using visual methods) the internal and external surfaces of the brake torque tube assemblies in the cockpit area for cracks. The NPRM also proposed to require obtaining and incorporating repair procedures for any brake torque tube assembly found cracked. Accomplishment of the proposed action as specified in the NPRM would be required in accordance with Jetstream Aircraft Ltd. PUP Service Bulletin No. B121/103, ORIGINAL ISSUE: October 26, 1995. Accomplishment of the proposed repair, if necessary, would be required in accordance with procedures

obtained from the manufacturer through the FAA, Small Airplane Directorate.

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

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.

Cost Impact

The FAA estimates that 2 airplanes in the U.S. registry will be affected by the initial inspection required by this AD, that it will take approximately 5 workhours per airplane to accomplish this initial inspection, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of the initial inspection on U.S. operators is estimated to be \$600, or \$300 per airplane. These figures only take into account the costs of the initial inspection and do not take into account the costs for any repetitive inspections or the costs associated with repairing or replacing any cracked torque tube assemblies found during any inspection required by this AD. The FAA has no way of determining how many torque tube assemblies will be found cracked or how many repetitive inspections each owner/operator will incur over the life of the affected airplanes.

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 copy of the final evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting 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 a new airworthiness directive (AD) to read as follows:

98-26-05 British Aerospace (Operations) Limited: Amendment 39-10946; Docket No. 97-CE-122-AD.

Applicability: Model B.121 Series 1, 2, and 3 airplanes, all serial numbers, 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 (d) 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 in the body of this AD, unless already accomplished.

To detect and correct cracks in the brake torque tube assemblies, which could result in reduced brake efficiency with possible reduced and/or loss of airplane control, accomplish the following:

(a) Upon accumulating 3,300 hours time-in-service (TIS) on each brake torque tube

assembly or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 600 hours TIS, visually inspect each brake torque tube assembly for cracks. Accomplish this inspection in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Jetstream Aircraft Ltd. PUP Service Bulletin No. B121/103, ORIGINAL ISSUE: October 26, 1995.

(b) If a crack(s) is found during any inspection required by paragraphs (a) or (b)(2) of this AD, prior to further flight, accomplish the following:

(1) Obtain repair instructions from the manufacturer through the FAA, Small Airplane Directorate, at the address specified in paragraph (d) of this AD; and

(2) Incorporate these repair instructions, and continue to reinspect at intervals not to exceed 600 hours TIS.

(c) 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.

(d) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, 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.

(e) Questions or technical information related to Jetstream Aircraft Ltd. PUP Service Bulletin No. B121/103, ORIGINAL ISSUE: October 26, 1995, should be directed to British Aerospace (Operations) Limited, British Aerospace Regional Aircraft, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland; telephone: (01292) 479888; facsimile: (01292) 479703. 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.

(f) The inspection required by this AD shall be done in accordance with Jetstream Aircraft Ltd. PUP Service Bulletin No. B121/103, ORIGINAL ISSUE: October 26, 1995. 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 British Aerospace (Operations) Limited, British Aerospace Regional Aircraft, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland. 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 British AD 003-10-95, not dated.

(g) This amendment becomes effective on January 29, 1999.

Issued in Kansas City, Missouri, on December 9, 1998.

Marvin R. Nuss,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-33244 Filed 12-17-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-ANE-01-AD; Amendment 39-10947; AD 98-26-07]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce Limited, Bristol Engines Division, Viper Models Mk.521 and Mk.522 Turbojet Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Rolls-Royce Limited, Bristol Engines Division, (R-R) Viper Models Mk.521 and Mk.522 turbojet engines, that requires replacement of certain high pressure (HP) fuel pumps with an improved design which is more tolerant of reduced lubricity fuel caused by water contamination. This amendment is prompted by reports of HP fuel pump drive shaft failures resulting in in-flight engine shutdowns. These failures have been attributed to the reduced lubricity properties of fuel which is contaminated by water. The actions specified by this AD are intended to prevent HP fuel pump failures, which can result in an in-flight engine shutdown.

DATES: Effective February 16, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 16, 1999.

ADDRESSES: The service information referenced in this AD may be obtained from Rolls-Royce Limited, Bristol Engines Division, Technical Publications Department CLS-4, P.O. Box 3, Filton, Bristol, BS34 7QE England; telephone 117-979-1234, fax 117-979-7575. 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:

James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7176, 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 Rolls-Royce Limited, Bristol Engines Division, (R-R) Viper Models Mk.521, and Mk.522 turbojet engines was published in the **Federal Register** on April 13, 1998 (63 FR 17972). That action proposed to require replacement of certain HP fuel pumps with improved pumps in accordance with Rolls-Royce Service Bulletins (SB's) No. 73-A115 and 73-A118.

The United Kingdom (UK) Civil Aviation Authority (CAA) classified these SB's mandatory and issued AD's 003-02-96 and 004-02-96 in order to assure the airworthiness of these engines in the UK. Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Two commenters state that the AD should apply only if the applicable engines are installed in specific aircraft. One commenter states that the AD should be so limited because the failures have occurred on only one particular aircraft design. The FAA disagrees. The AD applies to the engine models that appear in the applicability section, regardless of the aircraft on which the engines are installed. Engine installation eligibility may be determined either by the aircraft's original or amended type certificate or a supplemental type certificate. In addition, fuel pump failures have occurred on more than one aircraft design. This AD does not implicate the fuel pump design, but reflects the FAA's determination that the unsafe condition is likely to exist or develop on other engines of the same type design.

One commenter states that a calendar end-date should be added to proposed paragraph (a) in order to capture fuel pumps on engines operated by low utilization users at an earlier time than the proposed requirement of 160 hours TIS, the next shop visit, or the next fuel pump removal. The FAA agrees. The compliance time is revised to require fuel pump replacement at least by 18 months after the effective date of the AD.

One commenter states that the proposed AD would allow engines that

are currently not installed on an aircraft and which contain the old standard of pump to be installed on an aircraft without having the fuel pumps replaced. The FAA concurs in part. While the proposed definition of "shop visit" would seem to include any engine installation, the FAA has clarified that definition to prevent engines that are not installed on an aircraft on the effective date of the AD from being operated without having the fuel pumps replaced.

One commenter asks that the service bulletin (SB) references be updated to specify the latest revisions and dates to make certain that the latest SB's, work hours per engine, and fuel pump part numbers (P/N's) are referenced in this AD. The FAA concurs. The SB references have been updated to reflect the latest revisions to the SB's. Therefore, the number of work hours has been updated to include 4 hours per installed engine, 8 hours per airplane, and 3 hours per uninstalled engine. Finally, the compliance section has been updated to include additional fuel pump P/N's MGBB.134, MGBB.145 and MGBB.169. The addition of these part numbers does not increase the scope of the AD as the number of affected engines remains the same.

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.

There are approximately 280 engines of the affected design in the worldwide fleet. The FAA estimates that 104 engines installed on airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 4 work hours per engine installed on an airplane, 8 hours per airplane, or 3 hours per uninstalled engine to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$18,000 per engine. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$1,896,960.

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