

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 98–NM–149–AD; Amendment 39–10663; AD 98–15–12]

RIN 2120–AA64

Airworthiness Directives; Aerospatiale Model ATR42 and ATR72 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Aerospatiale Model ATR42 and ATR72 series airplanes, that requires a one-time inspection of the electromagnetic interference (EMI) filter capacitors and electronic cards of the cabin air recirculation fans to detect damage. This amendment also requires replacement of damaged components with new or serviceable parts, and modification of the cabin air assembly fans. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent overheating and consequent failure of the EMI filter capacitors, which could result in emission of toxic smoke and fumes throughout the airplane, and consequent adverse effects on flight crew and passengers.

DATES: Effective August 20, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 20, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France. 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 certain Aerospatiale Model ATR42 and ATR72 series airplanes was published in the **Federal Register** on May 20, 1998 (63 FR 27688). That action proposed to require a one-time inspection of the electromagnetic interference (EMI) filter capacitors and electronic cards of the cabin air recirculation fans to detect damage. That action also proposed to require replacement of damaged components with new or serviceable parts, and modification of the cabin air assembly fans.

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.

Explanation of Changes Made to This Final Rule

In the applicability paragraph of the proposal, the FAA inadvertently referenced Avions de Transport Regional Service Bulletin ATR42–21–0069, dated February 5, 1998, and Avions de Transport Regional Service Bulletin ATR72–21–1048, dated February 5, 1998, as Aerospatiale Service Bulletins. Therefore, the FAA has revised the final rule accordingly.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule with the change previously described. The FAA has determined that this change will neither increase the economic burden on any operator or increase the scope of the AD.

Interim Action

This is considered to be interim action until final action is identified, at which time the FAA may consider additional rulemaking.

Cost Impact

The FAA estimates that 81 airplanes of U.S. registry will be affected by this AD.

It will take approximately 3 work hours per airplane to accomplish the required 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 \$14,580, or \$180 per airplane.

It will take approximately 2 work hours per airplane to accomplish the required modification at an average labor rate of \$60 per work hour. The

cost of the required parts will be minimal. Based on these figures, the cost impact of the modification required by this AD on U.S. operators is estimated to be \$9,720, or \$120 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:

98-15-12 Aerospatiale: Amendment 39-10663. Docket 98-NM-149-AD.

Applicability: Model ATR42-300, -320, and -500 series airplanes, as listed in Avions de Transport Regional Service Bulletin ATR42-21-0069, dated February 5, 1998; and Model ATR72-101, -102, -201, -202, -211, -212, and -212A series airplanes, as listed in Avions de Transport Regional Service Bulletin ATR72-21-1048, dated February 5, 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 overheating and consequent failure of the electromagnetic interference (EMI) filter capacitors, which could result in emission of toxic smoke and fumes throughout the airplane, and consequent adverse effects on flight crew and passengers, accomplish the following:

(a) Within 11 months after the effective date of this AD, perform a one-time visual inspection to detect damage of the EMI filter capacitors and electronic cards of the cabin air recirculation fan of the right and left air-conditioning packs, in accordance with Avions de Transport Regional Service Bulletin ATR42-21-0069, dated February 5, 1998 (for Model ATR42 series airplanes), or ATR72-21-1048, dated February 5, 1998 (for Model ATR72 series airplanes), as applicable.

(1) If no discrepancy is detected, prior to further flight, modify and re-identify each fan assembly, in accordance with the applicable service bulletin.

(2) If any discrepancy is detected, prior to further flight, replace the damaged components with new or serviceable components, and modify and re-identify the fan assembly, in accordance with the applicable service bulletin.

Note 2: Avions de Transport Regional Service Bulletin ATR42-21-0069, dated February 5, 1998 (for Model ATR42 series airplanes), and ATR72-21-1048, dated February 5, 1998 (for Model ATR72 series airplanes), reference EG&G Rotron Service Bulletin 011232500-21-1, dated December 12, 1997, as an additional source of service information for accomplishment of the modification.

(b) As the effective date of this AD, no person shall install on any airplane a cabin air-conditioning recirculation Rotron fan having part number (P/N) 011232500 Amend. A, or P/N 011494500 Amend. A, on the left or right air-conditioning pack.

(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 requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 3: 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 actions shall be done in accordance with Avions de Transport Regional Service Bulletin ATR42-21-0069, dated February 5, 1998, or Avions de Transport Regional Service Bulletin ATR72-21-1048, dated February 5, 1998, as applicable. 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 Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France. 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 4: The subject of this AD is addressed in French airworthiness directives 98-070-074(B) and 98-073-037(B), both dated February 11, 1998.

(f) This amendment becomes effective on August 20, 1998.

Issued in Renton, Washington, on July 8, 1998.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-18772 Filed 7-15-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-230-AD; Amendment 39-10658; AD 98-15-07]

RIN 2120-AA64

Airworthiness Directives; Dassault Model Mystere-Falcon 50 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Dassault Model

Mystere-Falcon 50 series airplanes, that requires installation of a reinforcement fitting at the junction of the baggage floor and frame 35 on both the left- and right-hand sides of the airplane. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent fatigue cracking in the subject area, which could result in reduced structural integrity of the airframe.

DATES: Effective August 20, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 20, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606. 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 certain Dassault Model Mystere-Falcon 50 series airplanes was published in the **Federal Register** on August 5, 1997 (62 FR 42077). That action proposed to require installation of a reinforcement fitting at the junction of the baggage floor and frame 35 on both the left- and right-hand sides of the airplane.

Comments

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

Request To Revise Cost Impact Information

One commenter requests that the FAA's estimate of the number of airplanes of U.S. registry affected by the proposed AD be revised from 26 to 18 in the cost impact paragraph of the AD. The commenter states that only 18 airplanes of U.S. registry would be affected by the proposed AD because