DEPARTMENT OF AGRICULTURE

Federal Crop Insurance Corporation

7 CFR Part 457

Grape Crop Provisions; Correction

AGENCY: Federal Crop Insurance Corporation, USDA.

ACTION: Correcting amendment.

SUMMARY: This document contains corrections to the final regulation which was published in the **Federal Register** on Monday, June 23, 1997 (62 FR 33737–33744). The regulation pertains to the Grape Crop Provisions.

EFFECTIVE DATE: June 23, 1997.

FOR FURTHER INFORMATION CONTACT: John Meyer, Insurance Management Specialist, Research and Development, Product Development Division, Federal Crop Insurance Corporation, United States Department of Agriculture, 9435 Holmes Road, Kansas City, MO 64131, telephone (816) 926–7730.

SUPPLEMENTARY INFORMATION:

Background

The final regulation that is the subject of this correction was intended to provide policy changes to better meet the needs of the insured and include the current Grape Crop Insurance Provisions with the Common Crop Insurance Policy for ease of use and consistency of terms.

Need for Correction

As published, the final regulation contains an error which may prove to be misleading and needs to be corrected to reflect the correct spelling of the word ''volcanic'.

List of Subjects in 7 CFR Part 457

Crop insurance, Grape crop provisions.

Accordingly, 7 CFR part 457 is corrected by making the following correcting amendment:

PART 457—COMMON CROP INSURANCE REGULATIONS; REGULATIONS FOR THE 1994 AND SUBSEQUENT CONTRACT YEARS

1. The authority citation for part 457 continues to read as follows:

Authority: 7 U.S.C. 1506(l), 1506(p).

§ 457.138 [Corrected]

2. In § 457.138, paragraph 10(a)(7) is corrected to read as follows: ''Volcanic eruption; or''.

Signed in Washington D.C. on June 1, 1998.

Kenneth D. Ackerman,

Manager, Federal Crop Insurance Corporation.

[FR Doc. 98–15303 Filed 6–8–98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–ANE–14–AD; Amendment 39–10568; AD 98–12–12]

RIN 2120–AA64

Airworthiness Directives; Allison Engine Company Model AE 3007A Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to Allison Engine Company Model AE 3007A turbofan engines. This action requires reprogramming the Full Authority Digital Engine Control (FADEC) to the latest, improved software version. This amendment is prompted by reports of inflight engine shutdowns due to inadequate fault accommodation logic. The actions specified in this AD are intended to prevent inflight engine shutdowns due to inadequate fault accommodation logic.

DATES: Effective June 24, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 24, 1998.

Comments for inclusion in the Rules Docket must be received on or before August 10, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 98–ANE–14–AD, 12 New England Executive Park, Burlington, MA 01803–5299. Comments may also be sent via the Internet using the following address: ''9-ad-engineprop@faa.dot.gov''. Comments sent via the Internet must contain the docket number in the subject line.

The service information referenced in this AD may be obtained from Allison Engine Company, P.O. Box 420, Speed Code U–15, Indianapolis, IN 46206–0420; telephone (317) 230–6674. This information may be examined 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.

FOR FURTHER INFORMATION CONTACT: Kyri Zaroyiannis, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Des Plaines, IL 60018; telephone (847) 294–7836, fax (847) 294–7834.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) has received reports of 5 inflight engine shutdowns on Allison Engine Company AE 3007 series turbofan engines due to inadequate fault accommodation logic. The current version of software has an error which leads to large fan speed transients during Main Metering Valve (MMV) fault accommodation of an in range failure. Also, the current version of software does not include modifications to the fault accommodation logic for an ITT sensor fault, to prevent a single failure in the ITT indication system from causing an in flight shutdown. This condition, if not corrected, may result in inflight engine shutdowns due to inadequate fault accommodation logic.

The FAA has reviewed and approved the technical contents of Allison Engine Company Alert Service Bulletin (ASB) No. AE 3007A–A–73–014, Revision 3, dated May 21, 1998, that describes procedures for reprogramming the FADEC software to the latest, improved version VI.2 [Allison Software Part Number 23068660; Allison FADEC assembly (with Software VI.2 installed) Part Number 23068661].

Since an unsafe condition has been identified that is likely to exist or develop on other engines of the same type design, this AD is being issued to prevent inflight engine shutdowns. This AD requires, at 200 flight hours after the effective date of this AD, reprogramming the FADEC software to the latest, improved version VI.2. The requirements of paragraph (b) of this AD have been coordinated with the Atlanta Aircraft Certification Office. The actions are required to be accomplished in accordance with the SB described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.