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:

98–13–20 Rolls-Royce Limited, Aero Division-Bristol, N.E.C.M.A.: Amendment 39–10609. Docket 98–ANE–12–AD.

Applicability: Rolls-Royce Limited (R–R), Aero Division-Bristol, S.N.E.C.M.A., Olympus 593 Mk. 610–14–28 turbojet engines, installed on but not limited to British Aerospace/Aerospatiale Concorde series aircraft.

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 combustion chamber detachment, which could result in an inflight engine shutdown or an engine fire, accomplish the following:

(a) At the next combustor exposure after the effective date of this AD, accomplish the following in accordance with the Accomplishment Instructions of R–R Service Bulletin (SB) No. OL.593–72–9038–417, dated June 26, 1996:

(1) Perform a radiological inspection of the combustion chamber No. 2 outer cooling ring scoop circumferential and axial weld for weld quality.

(2) If the weld quality does not meet the standards described in the SB, reweld and then perform an additional radiological inspection for weld quality prior to return to service.

(b) At the next combustor exposure after the effective date of this AD, accomplish the following in accordance with the Accomplishment Instructions of R–R SB No. OL.593–72–9048–424, dated April 25, 1997:

(1) Perform an inspection of the combustion chamber No. 2 inner and outer cooling ring for web length.

(2) If the web length is acceptable within the limits described in the SB, mark the letter ''T'' adjacent to the part number.

(3) If the web length is not acceptable within the limits described in the SB, remove the combustion chamber from service and replace affected components with serviceable parts prior to return to service.

(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 inspection requirements of this AD can be accomplished.

(e) The actions required by this AD shall be performed in accordance with the following R–R SBs:

Document No.	Pages	Date
OL.593–72–9038–417.	1–3	June 26, 1996.
Total pages: 3.		
OL.593–72–9048–424.	1–4	April 25, 1997.
Total pages: 4.		

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 Rolls-Royce, PO Box 3, Filton, Bristol BS12 7QE, England; telephone 01–17–979–1234, fax 01–17–979–7575. 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 July 10, 1998.

Issued in Burlington, Massachusetts, on June 11, 1998.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 98–16270 Filed 6–24–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–16–AD; Amendment 39–10616; AD 98–13–25]

RIN 2120–AA64

Airworthiness Directives; Fokker Model F.28 Mark 1000, 2000, 3000, and 4000 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Fokker Model F.28 Mark 1000, 2000, 3000, and 4000 series airplanes, that currently requires an inspection to detect free movement of the actuator servo-valve sub-assembly of the horizontal stabilizer actuator, and replacement, if necessary. This amendment adds a one-time inspection to determine the residual strength of the servo-valve sub-assembly of the horizontal stabilizer actuator, and replacement of the actuator with a new or serviceable actuator, if necessary; and eventual replacement of the horizontal stabilizer actuator with an improved actuator. 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 uncommanded trimming or failure of the trim system of the horizontal stabilizer, and consequent reduced controllability of the airplane.

DATES: Effective July 30, 1998.

The incorporation by reference of Fokker Service Bulletin F28/27–183, dated November 21, 1994, as listed in the regulations, is approved by the Director of the Federal Register as of July 30, 1998.

The incorporation by reference of Fokker Service Bulletin F28/27–180, dated July 3, 1992, as listed in the regulations, was approved by the Director of the Federal Register as of September 9, 1992 (57 FR 38432, August 25,1992).

ADDRESSES: The service information referenced in this AD may be obtained from Fokker Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, The Netherlands. 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) by superseding AD 92–18–04, amendment 39–8348 (57 FR 38432, August 25, 1992), which is applicable to certain Fokker Model F.28 Mark 1000, 2000, 3000, and 4000 series airplanes, was published in the **Federal Register** on April 27, 1998 (63 FR 20554). The action proposed to continue to require an inspection to detect free movement of the actuator servo-valve sub-assembly of the horizontal stabilizer actuator, and replacement, if necessary. The action proposed to add a one-time inspection to determine the residual strength of the servo-valve sub-assembly of the horizontal stabilizer actuator, and replacement of the actuator with a new or serviceable actuator, if necessary; and eventual replacement of the horizontal stabilizer actuator with an improved actuator.

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

There are approximately 27 airplanes of U.S. registry that will be affected by this AD.

The inspection that is currently required by AD 92–18–04 takes approximately 1 work hour per airplane to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the previously required inspection on U.S. operators is estimated to be $1,620, or $60 per airplane.

The inspection that is required in this new AD action will take approximately 2 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the new inspection requirements of this AD on U.S. operators is estimated to be $3,240, or $120 per airplane.

The replacement required in this new AD action will take approximately 8 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. Required parts will be provided by the manufacturer at no cost to the operator. Based on these figures, the cost impact of the replacement required by this AD on U.S. operators is estimated to be $12,960, or $480 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 removing amendment 39–8348 (57 FR 38432, August 25, 1992), and by adding a new airworthiness directive (AD), amendment 39–10616 to read as follows:

98–13–25 Fokker: Amendment 39–10616. Docket 98-NM–16-AD. Supersedes AD 92–18–04, Amendment 39–8348.

Applicability: Model F.28 Mark 1000, 2000, 3000, and 4000 series airplanes; equipped with Menasco horizontal stabilizer actuators having part number (P/N) 11100-( ); 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 (e) 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 uncommanded trimming or failure of the trim system of the horizontal stabilizer, and consequent reduced controllability of the airplane, accomplish the following:

(a) Within 20 days after September 9, 1992 (the effective date of AD 92–18–04, amendment 39–8348), perform an inspection of the servo-valve sub-assembly rod-end bearing and servo-valve sub-assembly for movement, in accordance with Fokker Service Bulletin F28/27–180, dated July 3, 1992.

(1) If the servo-valve sub-assembly rod-end bearing and servo-valve sub-assembly move freely within the load limits specified in the service bulletin, reassemble and conduct a functional test, in accordance with the service bulletin.

(2) If the servo-valve sub-assembly rod-end bearing or servo-valve sub-assembly require higher loads for movement than specified in the service bulletin, prior to further flight, remove and replace the horizontal stabilizer control unit with a serviceable control unit that has been inspected and found to be within the load limits of the service bulletin, or that has been inspected and repaired in accordance with Chapter 27–42–4 of the Menasco Overhaul Manual (OHM), as revised by Temporary Revision Number 3, dated July 10, 1992.

(b) Within 6 months after the effective date of this AD, perform a one-time inspection to determine the residual strength of the servo-valve sub-assembly of the horizontal stabilizer actuator, in accordance with Part 1 of the Accomplishment Instructions of

Fokker Service Bulletin F28/27–183, dated November 21, 1994. If any discrepancy is found, prior to further flight, replace the actuator with a new or serviceable actuator in accordance with the service bulletin.

(c) Within 3 years after the effective date of this AD, replace the horizontal stabilizer actuator with an actuator that has been modified and re-marked in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin F28/27–183, dated November 21, 1994.

(d) As of the effective date of this AD, no person shall install a horizontal stabilizer control unit on any airplane, unless the horizontal stabilizer actuator has been modified and re-marked in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin F28/27–183, dated November 21, 1994.

(e) 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 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.

(f) 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.

(g) The actions shall be done in accordance with Fokker Service Bulletin F28/27–180, dated July 3, 1992, and Fokker Service Bulletin F28/27–183, dated November 21, 1994.

(1) The incorporation by reference of Fokker Service Bulletin F28/27–183, dated November 21, 1994, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Fokker Service Bulletin F28/27–180, dated July 3, 1992, was approved previously by the Director of the Federal Register as of September 9, 1992 (57 FR 38432, August 25, 1992).

(3) Copies may be obtained from Fokker Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, The Netherlands. 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 Dutch airworthiness directive 1992–007/2(A), dated January 31, 1995.

(h) This amendment becomes effective on July 30, 1998.

Issued in Renton, Washington, on June 15, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–16451 Filed 6–24–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–51–AD; Amendment 39–10617; AD 98–13–26]

RIN 2120–AA64

Airworthiness Directives; British Aerospace Model BAC 1–11 200 and 400 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all British Aerospace Model BAC 1–11 200 and 400 series airplanes, that requires repetitive detailed visual inspections to detect cracking in the trunnion fittings located in the nose landing gear (NLG) bay of the forward fuselage; and repair, if necessary. 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 detect and correct cracking in the trunnion fittings of the NLG, which could lead to collapse of the NLG during takeoff and landing, and possible injury to the flight crew and passengers.

DATES: Effective July 30, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 30, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from British Aerospace, Service Support, Airbus Limited, P.O. Box 77, Bristol BS99 7AR, England. 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 Model BAC 1–11 200 and 400 series airplanes was published in the **Federal Register** on April 21, 1998 (63 FR 19682). That action proposed to require repetitive detailed visual inspections to detect cracking in the trunnion fittings located in the nose landing gear (NLG) bay of the forward fuselage; and repair, if necessary.

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 42 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the required inspection, and that the average labor rate is $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 $2,520, or $60 per airplane, per inspection cycle.

The cost impact figure discussed above is 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