

compliance with this AD, if any, may be obtained from the Manager, International Branch, ANM-116.

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

(h) Except as provided by paragraph (d)(2) of this AD, the actions shall be done in accordance with Airbus Service Bulletin A300-53-6042, Revision 1, dated February 20, 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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, 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 3:** The subject of this AD is addressed in French airworthiness directive 94-269-171(B)R1, dated March 29, 1995.

(i) 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. 98-16472 Filed 6-24-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-ANE-15-AD; Amendment 39-10612; AD 98-13-21]

RIN 2120-AA64

#### **Airworthiness Directives; Rolls-Royce Limited, Aero Division-Bristol, S.N.E.C.M.A Olympus 593 Series Turbojet 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 Rolls-Royce Limited, Aero Division-Bristol, S.N.E.C.M.A Olympus 593 series turbojet engines. This action requires initial and repetitive visual inspections of the low pressure (LP) shaft signal system for cable wear and refurbishment of the LP shaft signal system at when the cable is found frayed, or at every engine shop visit, whichever occurs first. This amendment is prompted by reports of frayed rear

cables in the LP shaft signal system. The actions specified in this AD are intended to prevent LP shaft signal system failure, which could result in an LP turbine overspeed, burst, uncontained engine failure, and damage to the aircraft in the event of a LP shaft failure.

**DATES:** Effective July 10, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 10, 1998.

Comments for inclusion in the Rules Docket must be received on or before August 24, 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-15-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 Rolls-Royce, PO Box 3, Filton, Bristol BS12 7QE, England; telephone 01-17-979-1234, fax 01-17-979-7575. 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:** 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:** The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom (UK), recently notified the Federal Aviation Administration (FAA) that an unsafe condition may exist on Rolls-Royce Limited (R-R), Aero Division-Bristol, S.N.E.C.M.A. Olympus 593 Mk. 610-14-28 turbojet engines. The CAA advises that they have received reports of frayed rear cables in the low pressure (LP) shaft signal system. The LP shaft signal system prevents the LP turbine disk from bursting in the event of LP shaft failure by cutting off the fuel when excess twist is detected in the shaft. The rear cable activates the fuel shut-off valve. This condition, if not corrected, could result in LP shaft signal system failure, which

could result in an LP turbine overspeed, burst, uncontained engine failure, and damage to the aircraft in the event of a LP shaft failure.

There are currently no affected engines operated on aircraft of U.S. registry. This AD, then, is necessary to require accomplishment of the required actions for engines installed on aircraft currently of foreign registry that may someday be imported into the U.S. or which may be operated in U.S. airspace. Accordingly, the FAA has determined that notice and prior opportunity for comment are unnecessary and good cause exists for making this amendment effective in less than 30 days.

R-R has issued Service Bulletin (SB) No. OL.593-76-9039-71, Revision 2, dated July 23, 1997, that specifies procedures for visual inspection of the LP shaft signal system for cable wear and refurbishment of the LP shaft signal system. The CAA classified this SB as mandatory and issued AD 009-09-97 in order to assure the airworthiness of these engines in the UK.

This engine model is manufactured in the UK and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of the same type design registered in the United States, this AD requires initial and repetitive visual inspections of the LP shaft signal system for cable wear and refurbishment of the LP shaft signal system when the cable is found frayed, or at every engine shop visit, whichever occurs first. The actions would be 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.

#### **Comments Invited**

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not

preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption ADDRESSES. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 98-ANE-15-AD." The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and

Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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:

**98-13-21 Rolls-Royce Limited, Aero Division-Bristol, S.N.E.C.M.A:**

Amendment 39-10612. Docket 98-ANE-15-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 (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, unless accomplished previously.

To prevent low pressure (LP) shaft signal system failure, which could result in an LP turbine overspeed, burst, uncontained engine failure, and damage to the aircraft in the event of a LP shaft failure, accomplish the following:

(a) Perform initial and repetitive visual inspections of the LP shaft signal system rear cable for wear, and refurbish the LP shaft signal system, if necessary, in accordance with R-R Service Bulletin (SB) No. OL.593-76-9039-71, Revision 2, dated July 23, 1997, as follows:

(1) Within 30 cycles in service after the effective date of this AD, perform the initial in-service inspection.

(2) Thereafter, inspect at intervals not to exceed 800 hours time in service (TIS) since last inspection or refurbishment, whichever occurs first.

(3) If rear cable wear is detected beyond the limits described in the SB, refurbish the LP shaft signal system.

**Note 2:** Guidance on performing the initial in-service inspection can be found in the Maintenance Manual (76-21-01, 76-21-02), and guidance on performing a refurbishment of the LP shaft signal system can be found in the Overhaul Manual.

(b) Refurbish the LP shaft signal system as follows:

(1) Perform the initial refurbishment at the next engine shop visit after the effective date of this AD.

(2) Thereafter, refurbish at intervals not to exceed each engine shop visit, or 200 hours TIS since last refurbishment, whichever occurs later.

(c) For the purpose of this AD, an engine shop visit is defined as an engine entering the shop for work in accordance with the refurbishment or repair workscope. A maintenance related task would not be considered a shop visit.

(d) 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 3:** Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(e) 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.

(f) The actions required by this AD shall be performed in accordance with the following R-R SB:

Document No.	Pages	Revision	Date
OL.593-76-9039-71 Total pages: 5	1-5	2	July 23, 1997.

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.

(g) This amendment becomes effective on July 10, 1998.

Issued in Burlington, Massachusetts, on June 12, 1998.

**Jay J. Pardee,**

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

[FR Doc. 98-16467 Filed 6-24-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-NM-257-AD; Amendment 39-10624; AD 98-13-33]

RIN 2120-AA64

#### **Airworthiness Directives; Airbus Model A300, A300-600, and A310 Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to all Airbus Model A300, A300-600, and A310 series airplanes, that requires repetitive tests to detect desynchronization of the rudder servo actuators, and adjustment or replacement of the spring rods of the rudder servo actuators, if necessary. For certain airplanes, this AD also requires repetitive inspections to detect cracking of the rudder attachments, and repair, if necessary; or modification of the rudder attachments. This proposal is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by the proposed AD are intended to detect and correct desynchronization of the rudder servo actuators, which could result in reduced structural integrity of the rudder attachments and reduced controllability of the airplane.

**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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, 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 all Airbus Model A300, A300-600, and A310 series airplanes was published in the **Federal Register** on March 6, 1998 (63 FR 11169). That action proposed to require repetitive tests to detect desynchronization of the rudder servo actuators, and adjustment or replacement of the spring rods of the rudder servo actuators, if necessary. For certain airplanes, this AD also requires repetitive inspections to detect cracking of the rudder attachments, and repair, if necessary; or modification of the rudder attachments.

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

#### **Revise the Cost Information**

The Air Transport Association (ATA) of America, on behalf of one of its members, requests that the cost estimate presented in the proposal be revised. The ATA states that the data contained in the proposal does not take into consideration the costs required for actions that may be required as a result of certain inspection findings.

The FAA does not concur that the cost estimate information should be revised. The economic analysis of the AD is limited only to the cost of actions that are actually required by the rule. It does not consider the costs of "on condition" actions, such as adjustments or replacement of parts if a discrepancy is detected during a required inspection. Such "on condition" actions would be required to be accomplished—regardless of AD direction—in order to correct an

identified unsafe condition, and to ensure operation of that airplane in an airworthy condition, as required by the Federal Aviation Regulations.

#### **Conclusion**

After careful review of the available data, including the comment noted above, 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 103 Airbus Model A300, A300-600, and A310 series airplanes of U.S. registry will be affected by this proposed AD, that it will take approximately 1 work hour per airplane to accomplish the proposed test, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$60 per airplane, per test 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 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.