

flanges and shim the longerons in accordance with McDonnell Douglas DC-9 Service Bulletin 53-256, dated August 12, 1993, or Revision 1, dated November 29, 1994 [for Models DC-9, -10, -20, -30, -40, -50, and C-9 (military) series airplanes]; or McDonnell Douglas MD-80 Service Bulletin 53-265, dated June 13, 1994 (for Model DC-9-81, -82, -83, and -87 series airplanes, and MD-88 airplanes); as applicable.

(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, Los Angeles Aircraft Certification Office (ACO), 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, Los Angeles ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(e) Special flight permits may be issued in accordance with §§ 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.

(f) The actions shall be done in accordance with McDonnell Douglas DC-9 Service Bulletin 53-256, dated August 12, 1993; McDonnell Douglas DC-9 Service Bulletin 53-256, Revision 1, dated November 29, 1994; or McDonnell Douglas MD-80 Service Bulletin 53-265, dated June 13, 1994; 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 The Boeing Company, Douglas Products Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on January 7, 1999.

Issued in Renton, Washington, on November 20, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-31698 Filed 12-2-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-ANE-72-AD; Amendment 39-10926; AD 98-22-11]

RIN 2120-AA64

Airworthiness Directives; AlliedSignal, Inc. Model T5317A-1 Turboshaft Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule, request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 98-22-11 that was sent previously to all known U.S. owners and operators of AlliedSignal, Inc. (formerly Textron Lycoming) model T5317A-1 turboshaft engines by individual letters. This AD requires, prior to further flight, a pressure test to determine if both fuel pumps in the regulator, Part Number (PN) 1-170-240-93, are producing fuel pressure, and, if necessary, replacement of the fuel regulator with serviceable part. In addition, this AD requires repetitive engine fuel pump pressure tests. This amendment is prompted by a report of an accident involving an AlliedSignal, Inc. (formerly Textron Lycoming) model T5317A-1 turboshaft engine installed on a Kaman Aerospace model K-1200 rotorcraft engaged in logging operations. The actions specified by this AD are intended to prevent loss of fuel flow from the engine fuel regulator due to failure of both primary and secondary fuel pump drive shaft splines. This condition, if not corrected, could result in engine failure and forced autorotation landing.

DATES: Effective December 18, 1998, to all persons except those persons to whom it was made immediately effective by priority letter AD 98-22-11, issued on October 30, 1998, which contained the requirements of this amendment.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 18, 1998.

Comments for inclusion in the Rules Docket must be received on or before February 1, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No.

98-ANE-72-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.gov." Comments sent via the Internet must contain the docket number in the subject line.

The applicable service information may be obtained from AlliedSignal, Inc., 111 South 34th Street, P.O. Box 52181, Phoenix, Arizona 85072-2181; telephone (602) 231-3838; fax (602) 231-3800. 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: Raymond Vakili, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712; telephone (562) 627-5262, fax (562) 627-5210.

SUPPLEMENTARY INFORMATION: On October 30, 1998, the Federal Aviation Administration (FAA) issued priority letter airworthiness directive (AD) 98-22-11, applicable to AlliedSignal, Inc. (formerly Textron Lycoming) model T5317A-1 turboshaft engines, which requires, prior to further flight, a pressure test to determine if both fuel pumps in the regulator, PN 1-170-240-93, are producing fuel pressure, and if necessary, replacement of the fuel regulator with a serviceable part. In addition, this AD requires repetitive engine fuel pump pressure tests at intervals not to exceed 50 hours Time In Service (TIS). That action was prompted by an accident involving an AlliedSignal Inc. (formerly Textron Lycoming) model T5317A-1 turboshaft engine installed on a Kaman Aerospace model K-1200 rotorcraft engaged in logging operations. This condition, if not corrected, could result in engine failure and forced autorotation landing.

The FAA has reviewed and approved the technical contents of AlliedSignal Inc. Alert Service Bulletin (ASB) No. T5317A-1-A0106, Revision 1, dated October 23, 1998, that describes procedures for a pressure test to determine if both fuel pumps in the regulator, PN 1-170-240-93, are producing fuel pressure, and, if necessary, replacement of the fuel regulator with serviceable part.

Since the unsafe condition described is likely to exist or develop on other engines of the same type design, the FAA issued priority letter AD 98-22-11 to prevent engine failure and forced autorotation landing. The AD requires,

prior to further flight, a pressure test to determine if both fuel pumps in the regulator are producing fuel pressure, and if necessary, replacement of the fuel regulator with serviceable parts. In addition, this AD requires repetitive engine fuel pump pressure tests at intervals not to exceed 50 hours time-in-service (TIS). The actions are required to be accomplished in accordance with the ASB described previously.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual letters issued on October 30, 1998, to all known U.S. owners and operators of AlliedSignal, Inc. (formerly Textron Lycoming) model T5317A-1 turboshaft engines. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to Section 39.13 of part 39 of the Federal Aviation Regulations (14 CFR part 39) to make it effective to all persons.

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-72-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:

98-22-11 AlliedSignal, Inc.: Amendment 39-10926. Docket 98-ANE-72-AD.

Applicability: AlliedSignal, Inc. (formerly Textron Lycoming) model T5317A-1 turboshaft engines. These engines are installed on, but not limited to, Kaman Aerospace model K-1200 rotorcraft.

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 engine failure and forced autorotation landing, accomplish the following:

(a) Prior to further flight, perform pressure tests to determine if both fuel pumps in the regulator, PN 1-170-240-93, are producing the specified fuel pressure in accordance with the accomplishment instructions paragraph of AlliedSignal Inc. Alert Service Bulletin (ASB) No. T5317A-1-A0106, Revision 1, dated October 23, 1998, Section 3, paragraphs A through F.

(b) If the observed pressures on the pressure gauges during the test do not read a minimum of 110 psig and within 50 plus or minus 2 psig of each other, replace the fuel regulator, PN 1-170-240-93, and repeat the requirements of paragraph (a) of this AD.

(c) Thereafter, perform pressure tests using the procedures of paragraph (a) of this AD at intervals not to exceed 50 hours Time In Service (TIS) since last pressure test.

(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, Certification Office. Operators shall submit their request 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.

(e) The fuel pressure tests shall be done in accordance with the following AlliedSignal, Inc. alert service bulletin:

Document No.	Pages	Revision	Date
T5317A-1-A0106 Total pages: 6.	1-6	1	October 23, 1998.

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 AlliedSignal, Inc., 111 South 34th Street, P.O. Box 52181, Phoenix, Arizona 85072-2181; telephone (602) 231-3838; fax (602) 231-3800. 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 December 18, 1998, to all persons except those persons to whom it was made immediately effective by priority letter AD 98-22-11, issued October 23, 1998, which contained the requirements of this amendment.

Issued in Burlington, Massachusetts, on November 25, 1998.

David A. Downey,

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

[FR Doc. 98-32047 Filed 12-2-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-CE-62-AD; Amendment 39-10922; AD 98-25-01]

RIN 2120-AA64

Airworthiness Directives; Air Tractor, Inc. AT-300, AT-400, and AT-500 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes Airworthiness Directive (AD) 96-23-19, which currently requires installing a new flap actuator overtravel stop and a roll pin through the overtravel stop and jack screw on certain Air Tractor, Inc. (Air Tractor) Models AT-300, AT-400, and AT-500 series airplanes. This AD requires replacing the existing flap actuator overtravel stop with a new one of improved design. This AD is the result of reports of the jack screw breaking through the roll pin hole on three of the affected airplanes that were already in compliance with AD 96-23-19. The actions specified by this AD are intended to prevent interference between the flap pushrod and the

aileron pushrod caused by the flap actuator overtravel nut disengaging, which could result in loss of aileron control.

DATES: Effective January 19, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 19, 1999.

ADDRESSES: Service information that applies to this AD may be obtained from Air Tractor, Inc., P. O. Box 485, Olney, Texas 76374. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-62-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. Bob May, Aerospace Engineer, FAA, Aircraft Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5156; facsimile: (817) 222-5960.

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 certain Air Tractor AT-300, AT-400, and AT-500 series airplanes was published in the **Federal Register** on July 21, 1998 (63 FR 39053). The NPRM proposed to supersede AD 96-23-19, Amendment 39-9823 (61 FR 58985, November 11, 1996), which currently requires installing a new flap actuator overtravel stop and a roll pin through the overtravel stop and jack screw on the affected airplanes.

The proposed AD would require replacing the existing flap actuator overtravel stop with a new one of improved design, part number (P/N) 70975-1. Accomplishment of the proposed action as specified in the NPRM would be in accordance with Snow Engineering Co. Service Letter #165, dated May 15, 1998.

The NPRM was the result of reports of the jack screw breaking through the roll pin hole on three of the affected airplanes that were already in compliance with AD 96-23-19.

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 1,250 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 2 workhours per airplane to accomplish the replacement, and that the average labor rate is approximately \$60 an hour. The manufacturer will supply parts at no cost to the owners/operators of the affected airplanes. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$150,000, or \$120 per airplane.

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