

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]

BILLING CODE 3410-08-P

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.

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-14-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:

98-12-12 Allison Engine Company:

Amendment 39-10568. Docket 98-ANE-14-AD.

Applicability: Allison Engine Company Model AE 3007A turbofan engines, installed on but not limited to Embraer EMB-145 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 inflight engine shutdowns due to inadequate fault accommodation logic, accomplish the following:

(a) Within 200 flight hours after the effective date of this AD, reprogram the FADEC software to version VI.2, [Allison Software Part Number 23068660; Allison FADEC assembly (with Software VI.2 installed) Part Number 23068661] in accordance with the Accomplishment Instructions of Allison Engine Company Alert Service Bulletin (ASB) No. AE 3007A-A-73-014, Revision 3, dated May 21, 1998.

(b) After completing the requirements of paragraph (a) of this AD, and then prior to further flight, revise the FAA-approved Airplane Flight Manual by incorporating Embraer Flight Manual AFM-145/1153, Revision 14, dated May 7, 1998.

(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, Chicago Aircraft 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, Chicago Aircraft 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 Chicago Aircraft 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 requirements of this AD can be accomplished.

(e) The actions required by this AD shall be done in accordance with the following Allison Engine Company SB:

Document No.	Revision	Pages	Date
AE 3007A-A-73-014	3	1-6	May 21, 1998.

Total pages: 6.

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 Allison Engine Company, P.O. Box 420,

Speed Code U-15, Indianapolis, IN 46206-0420; telephone (317) 230-6674. 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 June 24, 1998.

Issued in Burlington, Massachusetts, on May 29, 1998.

Jay J. Pardee,

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

[FR Doc. 98-15088 Filed 6-8-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-ANE-05; Amendment 39-10563; AD 98-12-07]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney JT8D Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to Pratt & Whitney JT8D series engines, that currently requires a determination of the utilization rate and coating type of the 7th, 8th, 9th, 10th, 11th, and 12th stage high pressure compressor (HPC) disks, and removal, inspection for corrosion, and recoating of those HPC disks based on utilization rate. This amendment shortens the inspection interval for certain low utilization disks. This amendment is prompted by reports of an additional uncontained 9th stage HPC disk failure due to corrosion pitting. The actions specified by this AD are intended to prevent fracture of the HPC disks, which can result in uncontained release of engine fragments, inflight engine shutdown, and airframe damage.

DATES: Effective August 10, 1998.

The incorporation by reference of Pratt & Whitney Alert Service Bulletin No. 6038, Revision 5, dated August 17, 1994, as listed in the regulations, was approved previously by the Director of the Federal Register as of November 28, 1994 (59 FR 49175, September 27, 1994).

ADDRESSES: The service information referenced in this AD may be obtained from Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-6600, fax (860) 565-4503. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA 01803-5299; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7175, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION:

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding airworthiness directive (AD) 94-20-01, Amendment 39-9020 (59 FR 49175, September 27, 1994), applicable to Pratt & Whitney (PW) JT8D-1, -1A, -1B, -7, -7A, -7B, -9, -9A, -11, -15, -15A, -17, -17A, -17R, and -17AR turbofan engines was published in the **Federal Register** on September 17, 1997 (62 FR 48800). That action proposed the same record search and inspection program but on a more conservative inspection schedule, and that low utilization disks, regardless of the disk coating, would have to be inspected at an interval of 7 years since new, replat, or corrosion (YRSNRC) in accordance with the engine manual. Currently, the inspection interval for low utilization disks is based on the disk coating and the maximum inspection interval ranges from 9 to 11 YRSNRC depending on the part number and the type of coating. The high utilization disk inspection interval remained unchanged.

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

Four commenters, comprising of 3 operators and the manufacturer, state that the proposed superseding rule should be withdrawn, based on the manufacturer's risk analysis, the lack of a defined unsafe condition, the lack of technical substantiation of the rule, and the belief that the current management plan is adequate to address the HPC disk corrosion issue. The FAA does not concur. The National Transportation Safety Board (NTSB) has determined from their investigation of the December 1995 accident that the most probable cause of the HPC disk failure was a fatigue crack which originated at a corrosion pit. The failed disk was last stripped of its protective coating and replated 8 years prior to the failure. The current AD and management plan requires reinspection of the disk at 10 year intervals. Therefore, the unsafe condition has been identified as the failure of a low utilization HPC disk prior to its currently mandated inspection interval. Risk analysis is used to develop a management plan to lower the probability of future events

from occurring and cannot preclude a future event from occurring. The FAA establishes its confidence in the manufacturer's risk assessment by thoroughly reviewing the assumptions and modeling involved in developing the risk values. Although the FAA concurs that the manufacturer's risk assessment produces risk values that fall within typically acceptable limits, the FAA concludes that a more conservative corrective action is necessary. The acceptable risk limits are meant to be limits, and not typical values for allowable future risk. Establishing 7 years as the maximum inspection interval provides lowered risk without an onerous effect on the inspection and removal schedule, and, therefore, represents a desirable tradeoff. Furthermore, the reduced interval captures the concern of allowing a maximum inspection 25% in excess (10 years) of the recently-observed failure (8 years). While studies have determined that low utilization engines are more susceptible to corrosion because of the longer intervals between engine overhauls and the increased time spent stationary, subject to condensation, the FAA has determined that the statistical modeling of the onset and growth of a corrosion pit does not provide the level of confidence for the FAA to accept a longer interval. Therefore, the 7 year inspection interval was determined by the circumstances of the December 1995 accident. The disk failed 8 years after replating, therefore in order to lower the risk of a similar event 7 years was chosen as the maximum inspection interval. This provides an adequate margin of safety against an incident occurring 8 years after replating.

Three commenters state that the economic analysis is inadequate, as the costs don't take into account required early shop visits, costs associated with aircraft down time, and industry's inability to perform engine overhauls due to shortages of engine parts. The FAA does not concur as these costs do not directly stem from the AD's required actions. This AD does not require any additional action over and above the original AD; however, the FAA has chosen to adopt the original economic analysis for inclusion in this revision. The indirect costs associated with performing the maintenance actions required by this AD are not directly related to this proposed rule, and, therefore, are not addressed in the economic analysis for this rule. A full cost analysis for each AD, including such indirect costs, is not necessary since the FAA has already performed a cost benefit analysis when adopting the