

Dirks Technical Note No. 826/15, dated October 1, 1985. 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 DG Flugzeugbau GmbH, Postfach 4120, D-76625 Bruchsal 4, Germany. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, 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 German AD 85-223, dated November 7, 1985.

(f) This amendment becomes effective on August 2, 1998.

Issued in Kansas City, Missouri, on June 8, 1998.

**Michael Gallagher,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 98-15893 Filed 6-18-98; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-ANE-38-AD; Amendment 39-10610; AD 97-21-07 R1]

RIN 2120-AA64

**Airworthiness Directives; AlliedSignal Inc. (Formerly Textron Lycoming) Model T5313B, T5317A, and T53 (Military) Turboshaft Engines**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment revises an existing airworthiness directive (AD), applicable to AlliedSignal Inc. (formerly Textron Lycoming) Model T5313B, T5317A, and T53 series military turboshaft engines approved for installation on aircraft certified in accordance with Section 21.25 of the Federal Aviation Regulations (FAR), that currently requires a one-time visual inspection of accessory drive carrier assemblies for affected serial numbers (S/Ns) designating a defective assembly, and if the S/N is applicable, replacement with a serviceable assembly. This amendment adds military helicopter models and removes one civilian helicopter model to the sentence in the Applicability paragraph of the AD that provides guidance as to the helicopter models with the affected engines. This amendment is prompted by the need to revise the Applicability paragraph. The actions specified by this

AD are intended to prevent accessory drive carrier assembly failure, which could result in an N2 overspeed and an uncontained engine failure.

**DATES:** Effective July 6, 1998.

The incorporation by reference of AlliedSignal Inc. Alert Service Bulletin (ASB) No. T5313B/17A-A0092, Revision 1, dated July 1, 1997, ASB No. T53-L-13B-A0092, dated June 4, 1997, and ASB No. T53-L-703-A0092, dated June 4, 1997, as listed in the regulations, was approved previously by the Director of the Federal Register as of November 3, 1997 (62 FR 53935, October 17, 1997).

Comments for inclusion in the Rules Docket must be received on or before August 18, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-ANE-38-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 AlliedSignal Aerospace, Attn: Data Distribution, M/S 64-3/2101-201, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493, fax (602) 365-5577. 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:** Ray Vakili, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; telephone (562) 627-5262, fax (562) 627-5210.

**SUPPLEMENTARY INFORMATION:** On October 8, 1997, the Federal Aviation Administration (FAA) issued AD 97-21-07, Amendment 39-10160 (62 FR 53935, October 17, 1997), applicable to AlliedSignal Inc. (formerly Textron Lycoming) Model T5313B, T5317A, and T53 series military turboshaft engines approved for installation on aircraft certified in accordance with Section 21.25 of the Federal Aviation Regulations (FAR), to require a one-time visual inspection of accessory drive carrier assemblies for affected serial numbers (S/Ns) designating a potentially defective assembly, and if the S/N is applicable, replacement with a serviceable assembly. That action was

prompted by a report of an N2 overspeed condition on an AlliedSignal Inc. Model T5317A-1 turboshaft engine. That condition, if not corrected, could result in accessory drive carrier assembly failure, which could result in an N2 overspeed and an uncontained engine failure.

Since the issuance of that AD, the FAA has been informed that the military helicopter models that incorporate this engine installation had been omitted from the sentence in the Applicability paragraph of the AD that provides guidance as to the helicopter models with the affected engines, and that a civilian helicopter model, the Kaman Aircraft Corp. K-1200 series helicopter, should be removed from the list. The military helicopter models, certified in accordance with Section 21.25 of the FAR, are: the UH-1A through E; UH-1G, H, L, M; AH-1F, Q, G, S; HH-1H, K; TH-1L; OV-1C, D; and HH-43. This revised AD makes these changes to the Applicability paragraph. All mandatory actions required by the AD remain the same.

The FAA has reviewed and approved the technical contents of AlliedSignal Inc. Alert Service Bulletin (ASB) No. T5313B/17A-A0092, Revision 1, dated July 1, 1997; ASB No. T53-L-13B-A0092, dated June 4, 1997; and ASB No. T53-L-703-A0092, dated June 4, 1997. These ASBs describe procedures for performing a one-time visual inspection of accessory drive carrier assemblies for affected S/Ns designating a defective assembly, and if the S/N is applicable, replacement with a serviceable assembly.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of this same type design, this AD revises AD 97-21-07 to add military helicopter models and remove one civilian helicopter model from the sentence in the Applicability paragraph of the AD that provides guidance as to the helicopter models with the affected engines. The actions are required to be accomplished in accordance with the ASBs described previously.

Since a situation exists that allows the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are unnecessary, 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 97-ANE-38-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 removing Amendment 39-10160 (62 FR 53935, October 17, 1997) and by adding a new airworthiness directive, Amendment 39-10610, to read as follows:

##### 97-21-07 R1 AlliedSignal Inc.:

Amendment 39-10610. Docket 97-ANE-38-AD. Revises AD 97-21-07, Amendment 39-10160.

**Applicability:** AlliedSignal Inc. (formerly Textron Lycoming) Model T5313B and T5317A series commercial turboshaft engines, and T53 series military turboshaft engines approved for installation on aircraft certified in accordance with Section 21.25 of the Federal Aviation Regulations (FAR), with accessory drive carrier assemblies, part numbers (P/Ns) 1-070-220-03, 1-070-220-12, and 1-070-220-13, that were installed after November 1, 1985, and have serial numbers (S/Ns) listed in AlliedSignal Inc. Alert Service Bulletins (ASBs) No. T5313B/17A-A0092, Revision 1, dated July 1, 1997; ASB No. T53-L-13B-A0092, dated June 4, 1997; or ASB No. T53-L-703-A0092, dated June 4, 1997. These engines are installed on but not limited to Bell Helicopter Textron Model 205A-1 and 205B series helicopters and the following military helicopters certified in accordance with Section 21.25 of the FAR: UH-1A through E; UH-1G, H, L, M; AH-1F, Q, G, S; HH-1H, K; TH-1L; OV-1C, D; and HH-43.

**Note 1:** A shipping records, engine logbooks, work orders, and parts invoices review may allow an owner or operator to determine if this AD applies.

**Note 2:** 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 (b) 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 accessory drive carrier assembly failure, which could result in an N2 overspeed and an uncontained engine failure, accomplish the following:

(a) Within 100 hours time in service (TIS), or 6 months after the effective date of this AD, whichever occurs first, accomplish the following in accordance with AlliedSignal Inc. ASB No. T5313B/17A-A0092, Revision 1, dated July 1, 1997; ASB No. T53-L-13B-A0092, dated June 4, 1997; and ASB No. T53-L-703-A0092, dated June 4, 1997, as applicable:

(1) Visually inspect to determine if the accessory drive carrier assembly is marked with an affected S/N listed in the applicable ASBs.

(2) If the accessory drive carrier assembly is not marked with an affected S/N listed in the applicable ASB, no further action is required.

(3) If the accessory drive carrier assembly is marked with an affected S/N listed in the applicable ASB, or the serial number cannot be positively determined, remove the accessory drive carrier assembly from service and replace with a serviceable assembly.

(b) 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. 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 Aircraft 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 Los Angeles Aircraft Certification Office.

(c) 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.

(d) The actions required by this AD shall be done in accordance with the following AlliedSignal Inc. ASBs:

Document No.	Pages	Revision	Date
T5313B/17A-A0092 .....	1-7	1 .....	July 1, 1997.

Document No.	Pages	Revision	Date
Total pages: 7. T53-L-13B-A0092 .....	1-7	Original .....	June 4, 1997.
Total pages: 7. T53-L-703-A0092 .....	1-7	Original .....	June 4, 1997
Total pages: 7.			

The incorporation by reference of AlliedSignal Inc. ASB No. T5313B/17A-A0092, Revision 1, dated July 1, 1997, ASB No. T53-L-13B-A0092, dated June 4, 1997, and ASB No. T53-L-703-A0092, dated June 4, 1997, was approved previously by the Director of the Federal Register as of November 3, 1997 (62 FR 53935, October 17, 1997). Copies may be obtained from AlliedSignal Aerospace, Attn: Data Distribution, M/S 64-3/2101-201, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493, fax (602) 365-5577. 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.

(e) This amendment becomes effective on July 6, 1998.

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

**Jay J. Pardee,**

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

[FR Doc. 98-16272 Filed 6-18-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-ASO-4]

#### Amendment to Class D Airspace; MacDill AFB, FL

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment modifies Class D airspace at MacDill AFB, FL. The control tower at MacDill AFB is now open 24 hours a day. Therefore, the Class D airspace is amended from part time to continuous.

**EFFECTIVE DATE:** 0901 UTC, August 13, 1998.

**FOR FURTHER INFORMATION CONTACT:** Nancy B. Shelton, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5586.

#### SUPPLEMENTARY INFORMATION:

##### History

On April 10, 1998, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending Class D airspace at MacDill AFB, FL (63 FR 17741). The control tower at MacDill AFB is now open 24 hours a day. Therefore, the Class D airspace was proposed to be amended from part time to continuous. Class D airspace designations are published in Paragraph 5000 of FAA Order 7400.9E dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR part 71.1. The Class D airspace designation listed in this document will be published subsequently in the Order.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received.

##### The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) modifies Class D airspace at MacDill AFB, FL. The MacDill AFB control tower is now open 24 hours a day. Therefore, the Class D airspace is amended from part time to continuous.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (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) does not warrant preparation of a Regulatory Evaluation, as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

#### PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; EO 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

##### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

*Paragraph 500 Class D airspace.*

\* \* \* \* \*

##### ASO FL D MacDill AFB, FL [Revised]

MacDill AFB, FL

(Lat. 27°50'57"N, long. 82°31'17"W)

Albert Whitted Airport

(Lat. 27°45'54"N, long 82°37'38"W)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 4.5-mile radius of MacDill AFB; excluding the portion within the Tampa International Airport, FL, Class B airspace area; excluding that portion southwest of a line connecting the 2 points of intersection with a 4-mile radius circle centered on the Albert Whitted Airport.

\* \* \* \* \*

Issued in College Park, Georgia, on May 29, 1998.

**Jeffrey N. Burner,**

*Acting Manager, Air Traffic Division, Southern Region.*

[FR Doc. 98-16310 Filed 6-18-98; 8:45 am]

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