

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 correct corrosion of the upper splice plate of the wing, which could result in reduced structural integrity of the airplane, accomplish the following:

(a) Within 6 months after the effective date of this AD, perform an eddy current conductivity test to measure the conductivity of the upper splice plate of the wing, in accordance with British Aerospace Regional Aircraft Service Bulletin J41-57-019, Revision 1, dated November 26, 1997. If the conductivity measurement is greater than or equal to 35.0% of the International Aluminum and Copper Standards (IACS), no further action is required by this AD.

(b) During the inspection required by paragraph (a) of this AD, if the conductivity measurement is less than 35.0% of the IACS: Prior to further flight, use a boroscope to perform a detailed visual inspection to detect corrosion along the full length of the upper splice plate of the wing, in accordance with British Aerospace Regional Aircraft Service Bulletin J41-57-020, dated March 20, 1997. Thereafter, repeat the inspection at intervals not to exceed 1 year.

(1) During any inspection required by paragraph (b) of this AD, if any corrosion is detected that is within the allowable limits specified in British Aerospace Regional Aircraft Service Bulletin J41-57-020, dated March 20, 1997: Accomplish the actions required by paragraphs (b)(1)(i) and (b)(1)(ii) of this AD, at the times specified in those paragraphs.

(i) Prior to further flight, repair the upper splice plate of the wing in accordance with Appendix 2 of British Aerospace Regional Aircraft Service Bulletin J41-57-020, dated March 20, 1997. And

(ii) Within 3 years after the detection of corrosion, replace the upper splice plate of the wing with a new upper splice plate in accordance with British Aerospace Regional Aircraft Service Bulletin J41-57-020, dated March 20, 1997; or British Aerospace Regional Aircraft Service Bulletin J41-57-021, dated May 7, 1998. Such replacement constitutes terminating action for the requirements of this AD.

(2) During any inspection required by paragraph (b) of this AD, if any corrosion is detected that is outside the allowable limits specified in British Aerospace Regional Aircraft Service Bulletin J41-57-020, dated March 20, 1997: Prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate.

(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,

International Branch, ANM-116. 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.

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

(e) Except as provided by paragraph (b)(2) of this AD, the actions shall be done in accordance with British Aerospace Regional Aircraft Service Bulletin J41-57-019, Revision 1, dated November 26, 1997, British Aerospace Regional Aircraft Service Bulletin J41-57-020, dated March 20, 1997, and British Aerospace Regional Aircraft Service Bulletin J41-57-021, dated May 7, 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 AI(R) American Support, Inc., 13850 McLearn Road, Herndon, Virginia 20171. 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 British airworthiness directive 005-03-97.

(f) This amendment becomes effective on September 23, 1998.

Issued in Renton, Washington, on August 11, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-21992 Filed 8-18-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-194-AD; Amendment 39-10715; AD 98-17-13]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 747 and 767 Series Airplanes Equipped with Rolls-Royce Model RB211-524G/H Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 747

and 767 series airplanes. This action requires modification of the engine fire detection system. This amendment is prompted by a report of a combustor burn-through event that damaged the engine fire detection system such that no fire warning message was annunciated in the flight deck. The actions specified in this AD are intended to prevent failure of the engine fire detection system to annunciate a fire warning message to the flight crew following a severe engine failure, which could lead to delayed or improper flight crew response to the engine failure.

DATES: Effective September 3, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 3, 1998.

Comments for inclusion in the Rules Docket must be received on or before October 19, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-194-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined 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.

FOR FURTHER INFORMATION CONTACT: Holly Thorson, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (425) 227-1357; fax (425) 227-1181.

SUPPLEMENTARY INFORMATION: The FAA has received a report of a combustor burn-through event on the number 4 engine on a Boeing Model 747-400 series airplane equipped with Rolls-Royce Model RB211-524G engines. The flight crew received a fault advisory message for the engine fire detection system, but no fire warning message was annunciated. The cabin crew and control tower observed sparks emitting from the number 4 engine and alerted the flight crew.

Subsequent investigation revealed that the flame breakout burned through the wiring to the loop A and B fire detector elements, which shorted both elements to ground, disabling the engine fire detection system. At least one of the elements shorted to the grounded

protective shield on the wiring. The element connectors on the fire detector are located in an area susceptible to combustor burn-through events; damage to these connectors also could result in a short to ground, disabling the engine fire detection system.

When both elements of an engine fire detector short to ground, a system fault advisory message is displayed in the flight deck, but no fire warning message is annunciated. Failure of the engine fire detection system to annunciate a fire warning message to the flight crew following a severe engine failure, if not corrected, could lead to delayed or improper flight crew response to the engine failure.

The engine fire detection system on Rolls-Royce Model RB211-524H engines is identical to the engine fire detection system installed on Rolls-Royce Model RB211-524G engines. Both engine models can be installed on Model 747 series airplanes; Model RB211-524H engines are also installed on Model 767 series airplanes. Therefore, both of these airplane and engine models may be subject to the same unsafe condition.

Explanation of Relevant Service Information

Boeing has issued Alert Service Bulletin 747-26A2250, dated June 26, 1997 (for Model 747 series airplanes), and Alert Service Bulletin 767-26A0103, dated June 26, 1997 (for Model 767 series airplanes), which describe procedures for modification of the engine fire detection system. This modification includes: Extension of the fire detectors to provide 360-degree protection around the combustor, removal of the grounded protective shield from the fire detector wiring, re-routing of the wire bundles away from the burn-through region, and replacement of the element connectors with terminal lug screw connections. Accomplishment of the modification of the engine fire detection system specified in the alert service bulletins is intended to adequately address the identified unsafe condition.

Explanation of Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, this AD is being issued to prevent failure of the engine fire detection system following a severe engine failure. This AD requires modification of the engine fire detection system. The actions are required to be accomplished in accordance with the

alert service bulletins described previously, except as discussed below.

Differences Between Rule and Alert Service Bulletin

Operators should note that, although the alert service bulletins identify only certain Model 747 and 767 series airplanes, this AD applies to any Model 747 and 767 series airplane equipped with Rolls-Royce Model RB211-524G/H engines. The engines installed on the airplanes identified in the alert service bulletins may be installed on other Model 747 and 767 series airplanes; therefore, the FAA has determined that this AD must apply to all Model 747 and 767 series airplanes that are equipped with Rolls-Royce Model RB211-524G/H engines.

Operators also should note that, although the alert service bulletins do not recommend accomplishing the modification within specific time period, this AD requires that the modification be accomplished at the next shop visit of an engine or combustor module, but no later than 5 years after the effective date of the AD. The 5-year compliance time specified in paragraph (a) of this AD should allow ample time for the modification to be accomplished coincidentally with scheduled shop visits for the majority of affected engines and represents an appropriate interval of time allowable for affected airplanes to continue to operate without compromising safety.

Cost Impact

None of the Boeing Model 747 and 767 series airplanes affected by this action are on the U.S. Register. All airplanes included in the applicability of this rule currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future.

Should an affected Boeing Model 747 series airplane be imported and placed on the U.S. Register in the future, it would require approximately 64 work hours (16 hours per engine; 4 engines per airplane) to accomplish the required modification, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$56,000 per airplane (\$14,000 per engine). Based on these figures, the cost impact of this AD would be \$59,840 per airplane.

Should an affected Boeing Model 767 series airplane be imported and placed on the U.S. Register in the future, it

would require approximately 32 work hours (16 hours per engine; 2 engines per airplane) to accomplish the required modification, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$28,000 per airplane (\$14,000 per engine). Based on these figures, the cost impact of this AD would be \$29,920 per airplane.

Determination of Rule's Effective Date

Since this AD action does not affect any airplane that is currently on the U.S. register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, prior notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the **Federal Register**.

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and 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 shall 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 rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 98-NM-194-AD." The postcard will be date stamped and returned to the commenter.

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 adding the following new airworthiness directive:

98-17-13 Boeing: Amendment 39-10715. Docket 98-NM-194-AD.

Applicability: Model 747 and 767 series airplanes, equipped with Rolls-Royce Model RB211-524G/H engines; 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 (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 failure of the engine fire detection system to annunciate a fire warning message to the flight crew following a severe engine failure, which could lead to delayed or improper flight crew response to the engine failure, accomplish the following:

(a) At the next shop visit of an engine or combustor module, but no later than 5 years after the effective date of this AD, modify the engine fire detection system in accordance with Boeing Alert Service Bulletin 747-26A2250, dated June 26, 1997 (for Model 747 series airplanes) or Boeing Alert Service Bulletin 767-26A0103, dated June 26, 1997 (for Model 767 series airplanes); as applicable.

(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, Seattle 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, Seattle ACO.

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

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

(d) The modification shall be done in accordance with Boeing Alert Service Bulletin 747-26A2250, dated June 26, 1997; or Boeing Alert Service Bulletin 767-26A0103, dated June 26, 1997; 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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.

(e) This amendment becomes effective on September 3, 1998.

Issued in Renton, Washington, on August 12, 1998.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-22242 Filed 8-18-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AWA-1]

RIN 2120-AA66

Revision of the Legal Description of the Memphis Class B Airspace Area; Tennessee

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises the legal description of the Memphis, TN, Class B airspace area by changing the point of origin of the airspace area from the Memphis Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) to the VORTAC's present geographical coordinate. The FAA is taking this action due to the relocation of the Memphis VORTAC 2.85 nautical miles south of the site it currently occupies. The intent of this action is to facilitate the relocation of the Memphis VORTAC without changing the actual dimensions, configuration, or operating requirements of the Memphis Class B airspace area. The effective date of this rulemaking action will coincide with the relocation of the Memphis VORTAC. The August 13, 1998, effective date does not correspond with a scheduled publication date for the appropriate aeronautical charts. The Memphis Visual Flight Rules (VFR) Terminal Area Chart and Memphis Sectional Aeronautical Chart will be published on October 8, 1998, and will reflect this rulemaking action.

EFFECTIVE DATE: 0901 UTC, August 19, 1998.

FOR FURTHER INFORMATION CONTACT: Patricia P. Crawford, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Background

On June 4, 1998, the FAA published a proposal, in the **Federal Register**, to revise the legal description for the Memphis, TN, Class B airspace area (63 FR 30427). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments. No comments objecting to the proposal were received during the comment period that closed on July 6, 1998. However, the FAA received two