

action) to be treated as Level 1 if the operator finds that it "can be attributed to an event not typical of the operator's usage of airplanes in the same fleet," this paragraph requires that data substantiating any such finding be submitted to the FAA (ref. Note 2 of this AD) for approval.

(2) The FAA may impose schedules other than those proposed, upon finding that such changes are necessary to ensure that any other Level 3 corrosion is detected in a timely manner.

(3) Within the time schedule approved under paragraph (d)(1) or (d)(2) of this AD, accomplish the corrosion inspections in the affected airplane areas of the remaining Model C-212 series airplanes in the operator's fleet.

(e) If, as a result of any inspection after the initial corrosion inspection conducted in accordance with paragraph (a) or (b) of this AD, it is determined that corrosion findings exceed Level 1 in any area, within 30 days after such determination, implement a means, approved by the FAA, to reduce future findings of corrosion in that area to Level 1 or better.

(f) Before any operator places into service any newly acquired airplane that is subject to the requirements of this AD, a schedule for the accomplishment of the corrosion inspections required by this AD must be established in accordance with either paragraph (f)(1) or (f)(2) of the AD, as applicable:

(1) For airplanes previously maintained in accordance with this AD, the first corrosion inspection in each airplane area to be performed by the operator must be accomplished in accordance with either the previous operator's schedule or the new operator's schedule, whichever would result in the earlier accomplishment date for that inspection. After each corrosion inspection has been performed once, each subsequent inspection must be performed in accordance with the new operator's schedule.

(2) For airplanes that have not been previously maintained in accordance with this AD, the first corrosion inspection for each airplane area to be performed by the new operator must be accomplished prior to further flight, or in accordance with a schedule approved by the FAA.

(g) Within 7 days after the date of detection of any Level 3 corrosion, and within 3 months after the date of detection of any Level 2 corrosion, submit a report to CASA of such findings, in accordance with Section 7 of the Document.

(h) 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, 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, International Branch, ANM-116.

Note 8: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(i) 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.

(j) The inspections and submission of report shall be done in accordance with CASA Document Number CPCP C-212-PV01, "Corrosion Prevention and Control Program Document," dated March 31, 1995, which includes the following list of effective pages:

Page No.	Date shown on page
List of Effective Page LEP.1.	March 31, 1995

Note: The document number is indicated only on the Title page; no other page contains this information. 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 Construcciones Aeronauticas, S.A., Getafe, Madrid, Spain. 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 9: The subject of this AD is addressed in Spanish airworthiness directive 01/96, dated April 30, 1996.

(k) This amendment becomes effective on October 20, 1998.

Issued in Renton, Washington, on August 28, 1998.

Vi L. Lipski,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-24250 Filed 9-14-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-ANE-07-AD; Amendment 39-10753; AD 98-19-11]

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 X-ray and

ultrasonic inspections of exhaust diffuser vanes for corrosion and cracks, and, if necessary, removal from service of cracked exhaust diffusers and replacement with serviceable parts. This amendment is prompted by reports of 17 turbine exhaust diffuser modules with one or more exhaust diffuser vanes cracked. The actions specified in this AD are intended to prevent exhaust diffuser vane failure, which could result in an adverse effect on the engine oil and reheat systems, possibly causing an inflight engine shutdown or damage to the aircraft.

DATES: Effective September 30, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 30, 1998.

Comments for inclusion in the Rules Docket must be received on or before November 16, 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-07-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 17 turbine exhaust diffuser modules containing at least one cracked exhaust diffuser vane. In some

cases the exhaust diffuser vanes peeled back due to vane leading edge cracking. If the exhaust diffuser vanes peel back, they can possibly expose the engine oil and reheat systems imbedded inside the exhaust diffuser vane and result in bearing sump damage. 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. 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. This condition, if not corrected, could result in exhaust diffuser vane failure, which could result in an adverse effect on the engine oil and reheat systems, possibly causing an inflight engine shutdown or damage to the aircraft.

R-R has issued Service Bulletin (SB) No. OL593-72-9042-422, Revision 1, dated May 23, 1997, that specifies procedures for X-ray inspections of exhaust diffuser vanes for cracks and corrosion, and if found cracked, removal from service of the exhaust diffuser and replacement with a serviceable part. In addition, R-R has issued SB No. OL593-72-9047-423, dated January 31, 1997, that specifies procedures for ultrasonic inspections of corroded exhaust diffuser vanes for leading edge cracks, and if the exhaust diffuser fails inspection, removal from service of the exhaust diffuser and replacement with a serviceable part. The CAA classified these SBs as mandatory and issued ADs 005-01-97 and 006-01-97 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 § 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, the AD requires initial and repetitive X-ray and ultrasonic inspections of exhaust diffuser vanes for

cracks and corrosion, and, if necessary, removal from service of the exhaust diffuser and replacement with a serviceable part. The actions would be required to be accomplished in accordance with the SBs 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-07-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:

98-19-11 Rolls-Royce Limited, Aero Division-Bristol/S.N.E.C.M.A.:
Amendment 39-10753. Docket 98-ANE-07-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 (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 an exhaust diffuser vane failure, which could result in an adverse effect on the engine oil and reheat systems, possibly causing an inflight engine shutdown or damage to the aircraft, accomplish the following:

(a) Perform initial and repetitive X-ray inspections of exhaust diffuser vanes for cracks and corrosion, in accordance with R-R/S.N.E.C.M.A. Service Bulletin (SB) No. OL.593-72-9042-422, Revision 1, dated May 23, 1997, as follows:

(1) Perform the initial inspection at the first module exposure after accumulating 5,000 hours time since new (TSN).

(2) Thereafter, perform inspections at every module exposure, or 2,000 hours time in service (TIS) since last X-ray inspection, whichever occurs later.

(3) If an exhaust diffuser vane is found cracked, remove the exhaust diffuser from service and replace with a serviceable part.

(4) If any evidence of corrosion is found, perform an ultrasonic inspection for cracks in accordance with paragraph (b) of this AD.

(b) Perform initial and repetitive ultrasonic inspections for corrosion in the exhaust diffuser vanes in accordance with R-R/S.N.E.C.M.A. SB No. OL.593-72-9047-423, dated January 31, 1997, as follows:

(1) Perform the initial inspection no later than 1,000 hours TIS since last X-ray inspection in accordance with paragraph (a) of this AD if no cracks are detected but corrosion is found.

(2) Thereafter, perform inspections at intervals not to exceed 250 hours TIS since last ultrasonic inspection, or 1,000 hours TIS since an X-ray inspection that discovered no cracks, whichever occurs later.

(3) If cracking is found, remove the exhaust diffuser from service and replace with a serviceable part.

(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, 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 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.

(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 inspection requirements of this AD can be accomplished.

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

Document No.	Pages	Revision	Date
OL.593-72-9042-422	1-5	1	May 23, 1997.
Total pages: 5.			
OL.593-72-9047-423	1-7	Original ..	January 31, 1997.
Total pages: 7.			

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.

(f) This amendment becomes effective on September 30, 1998.

Issued in Burlington, Mass., on September 3, 1998.

David A. Downey,

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

[FR Doc. 98-24403 Filed 9-14-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-159-AD; Amendment 39-10756; AD 98-19-16]

RIN 2120-AA64

Airworthiness Directives; Aerospatiale Model ATR72-212A Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Aerospatiale Model ATR72-212A series airplanes, that requires installation of bushings on the lower attachment fittings of the flap support beam. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent rupture of the lower attachment fittings of the flap support beam due to fatigue, and consequent damage to the flaps; these conditions could result in reduced controllability of the airplane.

DATES: Effective October 20, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 20, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, 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 certain Aerospatiale Model ATR72-212A series airplanes was published in the **Federal Register** on July 23, 1998 (63 FR 39538). That action proposed to require installation of bushings on the lower attachment fittings of the flap support beam.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

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 4 airplanes of U.S. registry will be affected by this AD, that it will take approximately 25 work hours per airplane to accomplish the