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–33–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:

98–18–21 Rolls-Royce, plc: Amendment 39–10762. Docket 98–ANE–33–AD.

Applicability: Rolls-Royce, plc (R–R) RB211 Trent 875, RB211 Trent 877, RB211 Trent 884, RB211 Trent 892, and RB211 Trent 892B series turbofan engines, with fan blades, part numbers FK 23750, FK 25975, FK 25548, and FK 26757, installed. These engines are installed on but not limited to Boeing 777 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 (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 fan blade failure, which could result in multiple fan blade release, uncontained engine failure, and possible damage to the aircraft, accomplish the following:

(a) Perform initial and repetitive inspections of fan blade roots for cracks, in accordance with R–R Service Bulletin (SB) No. RB.211–72–C445, Revision 2, dated July 3, 1998, as follows:

(1) For Trent 875 series engines, as follows:

(i) Initially inspect prior to accumulating 3,000 cycles since new (CSN).

(ii) Thereafter, inspect at intervals not to exceed 500 cycles in service (CIS) since last inspection.

(2) For Trent 877 series engines, as follows:

(i) Initially inspect prior to accumulating 2,500 CSN.

(ii) Thereafter, inspect at intervals not to exceed 500 CIS since last inspection.

(3) For Trent 884 series engines, as follows:

(i) Initially inspect prior to accumulating 1,500 CSN.

(ii) Thereafter, inspect at intervals not to exceed 500 CIS since last inspection.

(4) For Trent 892 and 892B series engines, as follows:

(i) Initially inspect prior to accumulating 1,000 CSN.

(ii) Thereafter, inspect at intervals not to exceed 300 CIS since last inspection.

(5) Remove from service cracked fan blades and replace with serviceable parts.

(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, 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.

(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 performed in accordance with the following R–R SB:

Document No.	Pages	Revision	Date
RB.211–72–C445.	1–8	2	July 3, 1998.
Appendix 1.	1–4	2	July 3, 1998.
Appendix 2.	1–4	2	July 3, 1998.

Total pages: 16.

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 North America, Inc., 2001 South Tibbs Ave., Indianapolis, IN 46241; telephone (317) 230–3995, fax (317) 230–4743. 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 October 7, 1998.

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

David A. Downey,

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

[FR Doc. 98–25006 Filed 9–21–98; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–169–AD; Amendment 39–10780; AD 98–20–13]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A300 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A300 series airplanes, that requires repetitive inspections to detect corrosion on the fuselage skin panels that surround the emergency exits immediately aft of the wing; and follow-on corrective actions, if necessary. 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 detect and correct corrosion on the fuselage skin panels that surround the emergency exits immediately aft of the wing, which could result in reduced structural integrity of the fuselage pressure vessel.

DATES: Effective October 27, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 27, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, 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 Airbus Model A300 series airplanes was published in the **Federal Register** on July 31, 1998 (63 FR 40850). That action proposed to require repetitive inspections to detect corrosion on the fuselage skin panels that surround the emergency exits immediately aft of the wing; and follow-on corrective actions, if necessary.

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 24 airplanes of U.S. registry will be affected by this AD, that it will take approximately 2 work hours per airplane to accomplish the required inspection, and that the average labor rate is $60 per work hour. Based on these figures, the cost impact of the inspection required by this AD on U.S. operators is estimated to be $2,880, or $120 per airplane, per inspection cycle.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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:

98–20–13 Airbus Industrie: Amendment 39–10780. Docket 98–NM–169–AD.

Applicability: Model A300 series airplanes, as listed in Airbus Industrie Service Bulletin A300–53–301, Revision 1, dated February 20, 1997; 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 detect and correct corrosion on the fuselage skin panels that surround the emergency exits immediately aft of the wing, which could result in reduced structural integrity of the fuselage pressure vessel, accomplish the following:

(a) Within 18 months after the effective date of this AD, perform a visual inspection to detect corrosion on the fuselage skin panels that surround the emergency exits immediately aft of the wing, between frames 55 to 58, and from stringers 13 to 31, left and right; in accordance with Airbus Industrie Service Bulletin A300–53–301, dated September 28, 1995, or Revision 1, dated February 20, 1997.

(1) If no corrosion is detected, repeat the inspection thereafter at intervals not to exceed 18 months on all areas on the fuselage skin panels that do not have a doubler installed or areas that have not been partially or completely replaced.

(2) If any corrosion is detected, prior to further flight, accomplish rework and perform a residual thickness measurement, in accordance with the service bulletin.

(i) If the measurement does not exceed the allowable limits specified by the Accomplishment Instructions of the service bulletin, repeat the inspection thereafter at intervals not to exceed 18 months.

(ii) If the measurement does exceed the allowable limits specified by the Accomplishment Instructions of the service bulletin, prior to further flight, repair using a doubler, or replace the affected areas of the skin panel the installation of a new skin panel (partially or completely), in accordance

with the service bulletin. Accomplishment of either action constitutes terminating action for the repetitive inspections required by this AD for the repaired area or the replaced panel sections only.

Note 2: Inspections, repairs, and replacements of the fuselage skin panels that surround the emergency exits immediately aft of the wing that have been accomplished prior to the effective date of this AD, in accordance with Airbus Industrie Service Bulletin A300–53–301, dated September 28, 1995, are considered acceptable for compliance with the applicable action specified in this AD.

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

(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 actions shall be done in accordance with Airbus Industrie Service Bulletin A300–53–301, dated September 28, 1995, or Airbus Industrie Service Bulletin A300–53–301, Revision 1, dated February 20, 1997. 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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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 4: The subject of this AD is addressed in French airworthiness directive 97–357–231(B), dated November 19, 1997.

(e) This amendment becomes effective on October 27, 1998.

Issued in Renton, Washington, on September 14, 1998.

Dorenda D. Baker,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–25031 Filed 9–21–98; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96–NM–244–AD; Amendment 39–10775; AD 98–20–08]

RIN 2120–AA64

Airworthiness Directives; McDonnell Douglas Model DC–9–10, –20, –30, –40, and –50 Series Airplanes and C–9 (Military) Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain McDonnell Douglas Model DC–9 and C–9 (military) series airplanes, that requires visual and eddy current inspections to detect cracking of the frame-to-longeron attachment area, the frame-to-skin shear clips at certain fuselage stations, and the fuselage bulkhead at the front spar of the engine pylon in the aft fuselage; and repair, if necessary. This AD also requires certain modifications which, when accomplished, will terminate the requirement for inspections. This amendment is prompted by reports indicating that fatigue cracking has occurred at those areas. The actions specified by this AD are intended to prevent such fatigue cracking, which could cause damage to adjacent structure and result in reduced structural integrity of the airplane.

DATES: Effective October 27, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 27, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from The Boeing Company, Douglas Products Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1–L51 (2–60). 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 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.

FOR FURTHER INFORMATION CONTACT: Wahib Mina, Aerospace Engineer, Airframe Branch, ANM–120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (562) 627–5324; fax (562) 627–5210.

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 McDonnell Douglas Model DC–9 and C–9 (military) series airplanes was published in the **Federal Register** on January 27, 1997 (62 FR 3837). That action proposed to require eddy current inspections to detect cracking of the frame-to-longeron attachment area, the frame-to-skin shear clips at certain fuselage stations, and the fuselage bulkhead at the front spar of the engine pylon in the aft fuselage; and repair, if necessary. That action also proposed to require certain modifications, which, when accomplished, would terminate the requirement for inspections.

Comments

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

Requests Concerning Cost Impact Information

Three commenters object to the FAA's estimated cost of inspection and modification, and state that the time required to perform the actions is actually greater than that specified in the cost impact information of the proposed AD. One commenter requests that the compliance time for the proposed initial inspections to be accomplished in accordance with Revision 05 of McDonnell Douglas Service Bulletin DC9–53–140 and Revision 2 of McDonnell Douglas DC–9 Service Bulletin 53–150, and for the repetitive inspections to be accomplished in accordance with Revision 2 of McDonnell Douglas DC–9 Service Bulletin 53–150, be increased from 4,000 to 5,000 landings. According to the commenter, that increase would allow the inspections to be performed in conjunction with related scheduled maintenance activities and thereby lower the cost of compliance.

Another commenter requests that accurate cost impact figures be reflected in the final rule since it will have a significant economic impact on operators. One other commenter disagrees with the labor estimates provided in the proposal, and notes that the terminating action (modification) figures omit access and close up time. The commenter does not object to the