

To prevent inflight engine shutdowns caused by Step Aside Gearbox (SAGB) driving bevel gearshaft ball bearing failure, accomplish the following:

(a) Prior to further flight, reposition the oil metering jet up into the oil distributor within the bevel gearshaft in accordance with R-R Service Bulletin (SB) No. RB.211-72-C270, dated June 1, 1997.

(b) Perform initial and repetitive inspections of the Magnetic Chip Detector for evidence of SAGB driving bevel gearshaft ball bearing failure in accordance with R-R SB No. RB.211-79-C135, dated July 4, 1997, as follows:

(1) Perform the initial inspection in accordance with R-R SB No. RB.211-79-C135, within 60 hours time in service (TIS) after repositioning the oil metering jet up into the oil distributor within the bevel gearshaft in accordance with R-R Service Bulletin (SB) No. RB.211-72-C270.

(2) Thereafter, inspect at intervals between 60 hours minimum TIS and 130 hours maximum TIS since last inspection.

(3) If evidence of a SAGB driving bevel gearshaft ball bearing failure is found, replace the SAGB 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	Date
RB.211-72-C270 Total pages: 7.	1-7	June 1, 1997.
RB.211-79-C135 Total pages: 2.	1-2	July 4, 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 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.

(f) This amendment becomes effective on October 1, 1998.

Issued in Burlington, Massachusetts, on September 8, 1998.

**David A. Downey,**

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

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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 October 1, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 1, 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. OL.593-72-9042-422, 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. OL.593-72-9047-423, 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. Total pages: 5	1-5 1 .....	May 23, 1997.
OL.593-72-9047-423. Total pages: 7	1-7 Original	January 31, 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 Rolls-Royce, P.O. 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 October 1, 1998.

Issued in Burlington, Massachusetts, on September 8, 1998.

**David A. Downey,**

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

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 98-NM-42-AD; Amendment 39-10760; AD 98-19-19]

RIN 2120-AA64

**Airworthiness Directives; Saab Model SAAB 2000 Series Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Saab Model SAAB 2000 series airplanes, that requires a one-time inspection to detect discrepancies of the electrical harness of the propeller de-icing system and of the hydraulic pressure pipe from the engine driven pump (EDP); and follow-on corrective actions, if necessary. This action is prompted by the issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent chafing of the hydraulic pressure pipe of the EDP, which could result in charring of the hydraulic tube and consequent engine compartment fire.

**DATES:** Effective October 21, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 21, 1998.

**ADDRESSES:** The service information referenced in this AD may be obtained from Saab Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. 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 Saab Model SAAB 2000 series airplanes was published in the **Federal Register** on

March 26, 1998 (63 FR 14651). That action proposed to require a one-time inspection to detect discrepancies of the electrical harness of the propeller de-icing system and of the hydraulic pressure pipe from the engine driven pump (EDP); and follow-on corrective actions, if necessary.

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

One commenter supports the proposed rule.

One commenter requests that the FAA change paragraph (a)(1) of the proposed rule from "prior to further flight, repair in accordance with the service bulletin," to "prior to further flight, if the routing is not correct, it must be rerouted in accordance with Saab Service Bulletin SAAB 2000-30-14 (the appropriate service information referenced in the proposed rule); that a minimum clearance between the pipe and harness has to be assured; and that, if there is chafing through the outer jacket or into the wires, the electrical harness should be repaired." The commenter provided no justification for the suggested change to the proposed rule.

The FAA concurs that the actions to correct any discrepancies could be more specific. Therefore, the FAA has revised paragraph (a)(1) of the final rule to further define and clarify specific "repair" actions as the commenter requests, and as specified in the service bulletin.

**Conclusion**

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the change described previously. The FAA has determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

**Cost Impact**

The FAA estimates that 3 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the inspection, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$180, or \$60 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD