

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:

98-18-20 Boeing: Amendment 39-10736. Docket 96-NM-31-AD.

Applicability: Model 727 and Model 737 series airplanes, equipped with J.C. Carter Company fuel valve actuators having part number (P/N) 40574-2 (Kearfott Models 3715-7 and -8) or 40574-5 (Kearfott Model 3715-9); 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 improper functioning of a certain actuator, which could result in a fuel imbalance due to the inability of the flightcrew to crossfeed fuel, or which could prevent the pilot from shutting off the fuel to the engine following an engine failure and/or fire, accomplish the following:

(a) Within 36 months after the effective date of this AD, replace any actuator having P/N 40574-2 (Kearfott Models 3715-7 and -8) or P/N 40574-5 (Kearfott Model 3715-9) on the fuel system crossfeed valve and the engine shutoff valves with either a new actuator having P/N 40574-1 (General Design Model 3715-6) or P/N 40574-4, or an actuator having P/N 40574-2 with a nameplate identified in paragraph III, Material, of either J.C. Carter Company Service Bulletin 61163-28-09, dated September 28, 1995, or J.C. Carter Company Service Bulletin, 61163-28-09, dated May 1, 1996, that is not affected by a manufacturer's recall (reference Figure 1.0 of the service bulletin). The replacement shall be done in accordance with either J.C. Carter Company Service Bulletin 61163-28-09, dated September 28, 1995, or J.C. Carter Company Service Bulletin 61163-28-09, dated May 1, 1996.

(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 §§ 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 replacement shall be done in accordance with either J.C. Carter Company Service Bulletin 61163-28-09, dated September 28, 1995, or J.C. Carter Company Service Bulletin 61163-28-09, dated May 1, 1996. 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 J.C. Carter Company Inc., Aerospace Components and Repair Service, 673 W. 17th Street, Costa Mesa, California 92627-3605. 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 October 21, 1998.

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

Vi L. Lipski,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-24245 Filed 9-15-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-ANE-10-AD; Amendment 39-10754; AD 98-19-12]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce, plc RB211 Trent 700 Series Turbofan 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, plc RB211 Trent 700 series turbofan engines. This action requires repositioning of the oil metering jet up into the oil distributor within the bevel gearshaft, followed by repetitive inspections of the Magnetic Chip Detector (MCD). Evidence of driving bevel gearshaft ball bearing

failure requires replacement of the Step Aside Gearbox (SAGB). This amendment is prompted by reports of uncommanded engine rundowns caused by failure of the SAGB driving bevel gearshaft ball bearing due to oil starvation. This causes a loss of drive to the external gearbox and accessories, resulting in an inflight engine shutdown. The actions specified in this AD are intended to prevent inflight engine shutdowns caused by SAGB driving bevel gearshaft ball bearing failure.

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-10-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 North America, Inc., 2001 South Tibbs Ave., Indianapolis, IN 46241; telephone (317) 230-3995, fax (317) 230-4743. 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: James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7176, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: The Civil Aviation Authority (CAA), which is the airworthiness authority for the United

Kingdom (UK), recently notified the FAA that an unsafe condition may exist on Rolls-Royce, plc (R-R) RB211 Trent 700 series turbofan engines. The CAA advises that they have received reports of 4 uncommanded engine rundowns caused by failure of the Step Aside Gearbox (SAGB) driving bevel gearshaft ball bearing and loss of drive to the external gearbox and accessories, resulting in an inflight shutdown. The

investigation revealed that the ball bearing failures were due to inadequate oil flow to the bearing as a result of movement of the oil jet due to windage affects inside the gearbox. 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 inflight engine shutdowns caused by SAGB driving bevel gearshaft ball bearing failure.

R-R has issued Service Bulletin (SB) No. RB.211-72-C270, dated June 1, 1997, that specifies procedures for repositioning the oil metering jet up into the oil distributor within the bevel gearshaft, and SB No. RB.211-79-C135, dated July 4, 1997, that specifies procedures for inspections of the Magnetic Chip Detector for evidence of SAGB driving bevel gearshaft ball bearing failure. The CAA classified these SBs as mandatory and issued ADs 001-05-97 and 002-06-97 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, this AD requires, prior to further flight, repositioning of the oil metering jet up into the oil distributor within the bevel gearshaft. In addition, this AD requires repetitive inspections of the Magnetic Chip Detector at intervals between 60 hours minimum time in service (TIS) and 130 hours maximum TIS since last inspection. If evidence of a bearing failure is found, this AD requires replacement of the Step Aside Gearbox 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-10-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:

98-19-12 Rolls-Royce, plc: Amendment 39-10754. Docket 98-ANE-10-AD.

Applicability: Rolls-Royce, plc (R-R) RB211 Trent 700 series turbofan engines, installed on but not limited to Airbus A330 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 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.

[FR Doc. 98-24645 Filed 9-15-98; 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 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