Service Bulletin Reference and Date	Page Number	Revision level Shown on Page	Date Shown on Page
	2, 3	1	August 15, 1997.
Appendix 2			
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Appendix 1			
	1 2–4	Original 2	November 10, 1995. July 17, 1998.
Appendix 2			
	1, 3 2, 4–6	2 Original	July 17, 1998. November 10, 1995.

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.

(f) This amendment becomes effective on January 19, 1999.

Issued in Renton, Washington, on December 3, 1998.

John W. McGraw,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–32793 Filed 12–11–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96–NM–227–AD; Amendment 39–10941; AD 98–25–15]

RIN 2120–AA64

Airworthiness Directives; McDonnell Douglas Model MD–11 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain McDonnell Douglas Model MD–11 series airplanes. This amendment requires inspections to detect attachment failures of the 12 attachments located on the No. 4 banjo fitting/pylon carry-through cap, and to detect cracking of the forward and aft flanges and bolt holes of the No. 4 banjo fitting; repair, if necessary; and replacement of the 12 attachments with new or serviceable parts. Such replacement terminates the repetitive inspections. This amendment is prompted by a report indicating that attachment bolts on the forward and aft flanges of the No. 4 banjo fitting and the pylon carry-through cap failed due to fatigue cracking. The actions specified by this AD are intended to prevent such cracking, which could result in reduced controllability of the airplane during flight and ground operations.

DATES: Effective January 19, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 19, 1999.

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, Dept. 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: John L. Cecil, Aerospace Engineer, Airframe Branch, ANM–120L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (562) 627–5229; 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 MD–11 series airplanes was published in the **Federal Register** on September 17, 1998 (63 FR 49679). That action proposed to require inspections to detect attachment failures of the 12 attachments located on the No. 4 banjo fitting/pylon carry-through cap, and to detect cracking of the forward and aft flanges and bolt holes of the No. 4 banjo fitting; repair, if necessary; and replacement of the 12 attachments with new or serviceable parts. Such replacement would terminate the repetitive inspections.

Comments

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

Both commenters support the proposed rule.

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 as proposed.

Cost Impact

There are approximately 82 airplanes of the affected design in the worldwide fleet. The FAA estimates that 31 airplanes of U.S. registry will be affected by this AD.

The FAA estimates that it will take approximately 1 work hour per airplane to accomplish the required external visual inspection, at an average labor rate of $60 per work hour. Based on

these figures, the cost impact of the external visual inspection required by this AD on U.S. operators is estimated to be $1,860, or $60 per airplane, per inspection cycle.

The FAA estimates that it will take approximately 2 work hours per airplane to accomplish the required eddy current inspection, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the eddy current inspection required by this AD on U.S. operators is estimated to be $3,720, or $120 per airplane.

The FAA estimates that it will take approximately 6 work hours per airplane to accomplish the required replacement, at an average labor rate of $60 per work hour. Required parts will cost approximately $250 per airplane. Based on these figures, the cost impact of the replacement required by this AD on U.S. operators is estimated to be $18,910, or $610 per airplane.

The cost impact figures discussed above are 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:

98–25–15 McDonnell Douglas: Amendment 39–10941. Docket 96–NM–227–AD.

Applicability: Model MD–11 series airplanes; as listed in McDonnell Douglas Service Bulletin MD11–55–013, Revision 03, dated May 15, 1998; 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 (e) 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 attachment bolts on the forward and aft flanges of the No. 4 banjo fitting and the pylon carry-through cap due to fatigue cracking, and consequent reduced controllability of the airplane during flight and ground operation, accomplish the following:

(a) Within 1,500 landings after the effective date of this AD, perform an external visual inspection for attachment failures of the 12 attachments located on the No. 4 banjo fitting/pylon carry-through cap, in accordance with McDonnell Douglas Service Bulletin MD11–55–013, Revision 02, dated October 28, 1996; or Revision 03, dated May 15, 1998.

(1) If no failed attachment is found, repeat the external visual inspection thereafter at intervals not to exceed 1,500 landings until the terminating action specified in paragraph (b) of this AD is accomplished.

(2) If any failed attachment is found, prior to further flight, accomplish the actions specified in paragraph (b) of this AD.

(b) Except as provided by paragraph (c) of this AD: Within 5 years after the effective date of this AD, perform an eddy inspection to detect cracking of the forward and aft flanges and bolt holes of the No. 4 banjo fitting, in accordance with McDonnell Douglas MD–11 Service Bulletin 55–13, Revision 1, dated December 17, 1993; or McDonnell Douglas Service Bulletin MD11–55–013, Revision 02, dated October 28, 1996; or McDonnell Douglas Service Bulletin MD11–55–013, Revision 03, dated May 15, 1998.

(1) If no cracking is found, within 5 years after the effective date of this AD, replace the 12 attachments located on the No. 4 banjo fitting/pylon carry-through cap with new or serviceable attachments in accordance with Revision 03 of the service bulletin. Such replacement constitutes terminating action for the repetitive inspections required by paragraph (a)(1) of this AD.

(2) If any cracking is found, prior to further flight, repair the fitting, and replace the 12 attachments located on the No. 4 banjo fitting/pylon carry-through cap with new or serviceable attachments in accordance with Revision 03 of the service bulletin. Such replacement constitutes terminating for the repetitive inspections required by paragraph (a)(1) of this AD.

(c) For airplanes on which McDonnell Douglas MD–11 Service Bulletin 55–13, dated December 22, 1992, has been accomplished, and on which no failed attachment was found during the inspection required by paragraph (a) of this AD: The eddy current bolt hole inspection specified in paragraph (b) of this AD is not required provided that all 12 attachments have been replaced in accordance with the original issue of the service bulletin.

(d) If the service bulletin specifies that the manufacturer may be contacted for disposition of enlargement of holes beyond the specifications of the service bulletin, or for an evaluation for deferment of repairs: Those conditions shall be addressed in accordance with a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(e) 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, Los Angeles ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

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

(f) 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.

(g) Except as provided by paragraph (d) of this AD, the actions shall be done in accordance with McDonnell Douglas MD–11 Service Bulletin 55–13, Revision 1, dated December 17, 1993; McDonnell Douglas Service Bulletin MD11–55–013, Revision 02, dated October 28, 1996; or McDonnell Douglas Service Bulletin MD11–55–013, Revision 03, dated May 15, 1998; 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 The Boeing Company, Douglas Products Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1–L51 (2–60). Copies may be inspected at the FAA, Transport Airplane Directorate, 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.

(h) This amendment becomes effective on January 19, 1999.

Issued in Renton, Washington, on December 4, 1998.

John W. McGraw,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–32811 Filed 12–11–98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–ANE–06–AD; Amendment 39–10940; AD 98–25–14]

RIN 2120–AA64

Airworthiness Directives; Rolls-Royce Limited, Bristol Engines Division and Rolls-Royce (1971) Limited, Bristol Engines Division Viper Series Turbojet Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Rolls-Royce Limited, Bristol Engines Division and Rolls-Royce (1971) Limited, Bristol Engines Division, Viper series turbojet engines, that requires a one-time visual inspection of the barometric flow control unit (BFCU) augmentor and bypass valve joint washer for joint washer integrity, and replacement, if necessary, with serviceable parts. This amendment is prompted by a report of a high pressure fuel leak at the BFCU augmentor and bypass valve assembly joint, washer interface. The actions specified by this AD are intended to prevent a high pressure fuel leak, which could result in an engine nacelle fire and damage to the aircraft.

DATES: Effective February 12, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 12, 1999.

ADDRESSES: The service information referenced in this AD may be obtained from Rolls-Royce Limited, Bristol Engines Division, Technical Publications Department CLS–4, P.O. Box 3, Filton, Bristol, BS34 7QE England; telephone 117–979-1234, fax 117–979–7575. This information may be examined at the Federal Aviation Administration (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: 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 Rolls-Royce Limited, Bristol Engines Division, (R–R) Viper Mk. 521, 522, 526 and 601 series turbojet engines was published in the **Federal Register** on April 30, 1998 (63 FR 23688). That action proposed to require a one-time inspection of BFCU augmentor and bypass valve joint washer for joint washer integrity, and replacement, if necessary, with serviceable parts in accordance with R–R Alert Service Bulletins (ASBs) Nos. 73–A120, 73–A121, 73–A68, 73–A69, 73–A35, and 73–A36, dated November 1997.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

There are approximately 140 engines of the affected design in the worldwide fleet. The FAA estimates that 52 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 5 work hours per engine to accomplish the required actions, and that the average labor rate is $60 per work hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $15,600.

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:

98–25–14 Rolls-Royce plc: Amendment 39–10940. Docket 98–ANE–06–AD.

Applicability: Rolls-Royce plc (R-R) Viper Mk. 521, 522, 526 and 601 series turbojet engines, installed on but not limited to Raytheon (formerly British Aerospace, Hawker Siddeley) Models BH.125 and DH.125 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 (d) of this AD. The request should include an assessment of the effect of the modification,