

(remains in lag phase) of *Clostridium botulinum*, then the establishment can choose to recook or sample the product.

Recook only when:

- All product was either immediately refrigerated after the deviation or can be immediately recooked after the deviation; and
- The recooking procedure can achieve a final internal product temperature of at least 149 °F (65 °C) for two minutes. Subsequent to recooking, the product must be cooled in strict conformance to existing guidelines. When the product is to be reworked with another raw product, the recooking procedure for the combined product must achieve a minimum internal temperature of 149 °F, to address the cooling deviation, and further to an increased time/temperature if necessary to be in accord with any other requirement relative to microbiological safety for the intended final product. Subsequent to recooking, the product must be cooled in strict conformance to existing guidelines.

Custom Stabilization Processes

While compliance with the guidelines above will yield product that meets the cooling performance standards, some establishments may want to develop customized stabilization procedures. Because customized process schedules must be validated by process authorities for efficacy, most establishments will probably rely upon processing authorities to develop such procedures, demonstrate their efficacy, and attest to their safety. Process authorities may obtain information from the literature, or likely compare peer reviewed methods in determining safe procedures that meet the performance standards.

Probably one of the most definitive tools at the disposal of the processing authority is the inoculated pack study. Such studies should, of course, be conducted only in the laboratory, not in the plant. Further, such studies should be undertaken by individuals who have a thorough knowledge of laboratory methods used in clostridial research. *Clostridium perfringens* can be used alone in an inoculated pack study to demonstrate that the cooling performance standard is met for both microorganisms, *Clostridium perfringens*, and *Clostridium botulinum*. This is because conditions of time/temperature that would limit the growth of *Clostridium perfringens* to one log or less would also prevent multiplication of *Clostridium botulinum*, which is much slower. A cocktail of various strains of *Clostridium perfringens* spores is often used for this purpose. Relatively "fast" toxigenic strains should be used to develop a worst case. However, the strains selected should be among those that have been historically implicated in an appreciable number of outbreaks, especially in products similar to those being prepared in the establishment.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-ANE-75-AD; Amendment 39-10968; AD 99-01-01]

RIN 2120-AA64

Airworthiness Directives; General Electric Company CF6-80C2 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 General Electric Company CF6-80C2 series turbofan engines. This action requires a one-time visual inspection to ensure the correct accessory gearbox (AGB) idler adapter inserts are installed, and, if necessary, removal of AGB idler adapters with the improper inserts. This amendment is prompted by a report of a failure of a fuel tube flange connection due to improper AGB idler adapter inserts that resulted in a high pressure fuel leak and engine fire. The actions specified in this AD are intended to identify and remove AGB idler adapters with improper inserts, which can result in an engine fire and damage to the aircraft.

DATES: Effective January 21, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 21, 1999.

Comments for inclusion in the Rules Docket must be received on or before March 8, 1999.

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-75-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.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 General Electric Aircraft Engines, c/o Commercial Technical Publications, 1 Neumann Way, Rm. 230, Cincinnati, OH 45215-1988; telephone (513) 552-2005, fax (513) 552-2816. 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: Ian Dargin, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7178, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) has received a report of an engine fire on an Airbus A300 aircraft with General Electric Company (GE) Model CF6-80C2A5 turbofan engines installed. The investigation into the cause of the fire identified a high pressure fuel leak at the fuel cross-over tube to accessory gearbox (AGB) idler adapter flange interface. The fuel leak occurred due to shearing of the idler adapter threads by the threaded inserts, allowing the inserts to pull out. This was attributed to incorrect Service Bulletin (SB) instructions which created a situation where a repair station installed improper inserts into the AGB idler adapter housing at a previous maintenance shop visit.

The maintenance on the idler adapter was performed using GE SB 72-743, dated August 25, 1994, that provided instructions for AGB idler adapter rework on P/N 9395M78G06 adapters to improve the reliability and correct a fuel leak problem that had been identified on engines in revenue service. Idler adapters that were reworked were required to be remarked to P/N 9395M78G08. The instructions in SB 72-743 were incorrect and could have resulted in repair stations installing improper inserts into the idler adapter. GE issued supplemental instructions by way of Repair Document 032-273-S1, dated April 8, 1998, which addresses the problem in SB 72-743 and has proven to be an acceptable repair procedure. Furthermore, GE has published SB 72-743, Revision 1, dated November 2, 1998, to cancel the rework of any AGB idler adapter in accordance with the original issue of the SB. Presently, the total number of GE CF6-80C2 engines that have incorporated SB 72-743 and that could have improper inserts installed is not known. Therefore, work performed using SB 72-743 by any repair facility is suspect at this time. This condition, if not corrected, can result in shearing of the idler adapter threads and pullout of the threaded inserts from the AGB idler adapter which could result in a high pressure fuel leak leading to a potential engine fire and damage to the aircraft.

The FAA has reviewed and approved the technical contents of GE CF6-80C2 Alert Service Bulletins (ASB) 73-A283, Revision 2, dated November 18, 1998, Revision 1, dated October 30, 1998, and Original, dated September 18, 1998. These ASBs describe procedures for a one-time visual inspection on AGB idler adapters, P/N 9395M78G08, that had been reworked from a P/N 9395M78G06 configuration, to ensure the correct AGB idler adapter threaded inserts are installed, and if necessary, removal of AGB idler adapters with the improper inserts.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of the same type design, this AD is being issued to prevent an engine fire and damage to the aircraft. This AD requires a one-time visual inspection to ensure the correct AGB idler adapter threaded inserts are installed, and if necessary, removal of the AGB idler adapters with the improper inserts. The actions are required to be accomplished in accordance with the ASB 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-75-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:

99-01-01 General Electric Company:

Amendment 39-10968 Docket 98-ANE-75-AD.

Applicability: General Electric Company (GE) CF6-80C2 series turbofan engines, with Accessory Gearbox (AGB) idler adapters, Part Number (P/N) 9395M78G08 that had been reworked from a P/N 9395M78G06 configuration using GE CF6-80C2 Service Bulletin (SB) 72-743, dated August 25, 1994, excluding those parts that were repaired by GE Repair Document 032-273-S1, dated April 8, 1998. These engines are installed on but not limited to Airbus A300 and A310 series, and Boeing 747, 767, and MD-11 aircraft.

Note 1: Methods of determining if a P/N 9395M78G08 AGB idler adapter had been reworked from a P/N 9395M78G06 configuration include a record search or a visual inspection of the AGB idler adapter part number in accordance with GE CF6-80C2 Alert Service Bulletin (ASB) 73-A283, Revision 2, dated November 18, 1998, Revision 1, dated October 30, 1998, or Original, dated September 18, 1998.

Note 2: 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 engine fuel leak, which can result in an engine fire and damage to the aircraft, accomplish the following:

(a) Within 10 days after the effective date of this AD:

(1) Perform a visual inspection of AGB idler adapter inserts in accordance with paragraph (2)(B) of the Accomplishment Instructions of GE CF6-80C2 ASB 73-A283, Revision 2, dated November 18, 1998, Revision 1, dated October 30, 1998, or Original, dated September 18, 1998.

(2) Remove the AGB adapter from service and replace with a serviceable part those adapters with one or more inserts that are flush with or extend past the back face of the casting.

(b) For the purpose of this AD, a serviceable part is defined as any AGB idler adapter, except for P/Ns 9395M78G08 that had been reworked from a P/N 9395M78G06 configuration having one or more inserts flush with or extended past the back face of the casting, as described in GE CF6-80-C2 ASB 73-A283, Revision 2, dated November

18, 1998, Revision 1, dated October 30, 1998, or Original, dated September 18, 1998.

(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 3: 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 requirements of this AD can be accomplished.

(e) The actions required by this AD shall be done in accordance with the following GE CF6-80C2 ASBs:

Document No.	Pages	Revision	Date
73-A283	1	2	November 18, 1998.
	2-4	1	October 30, 1998.
	5	Original	September 18, 1998.
	6-27	1	October 30, 1998.
Total pages: 27.			
73-A283	1-4	1	October 30, 1998.
	5	Original	September 18, 1998.
	6-27	1	October 30, 1998.
Total pages: 27			
73-A283	1-9	Original	September 18, 1998.
Total pages: 9..			

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 General Electric Aircraft Engines, c/o Commercial Technical Publications, 1 Neumann Way, Rm. 230, Cincinnati, OH 45215-1988; telephone (513) 552-2005, fax (513) 552-2816. 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 January 21, 1999.

Issued in Burlington, Massachusetts, on December 23, 1998.

David A. Downey,

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

[FR Doc. 99-10 Filed 1-5-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-CE-101-AD; Amendment 39-10977; AD 99-01-11]

RIN 2120-AA64

Airworthiness Directives; The Uninsured Relative Workshop Inc. Vector Parachute Systems

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to all The Uninsured Relative Workshop Inc. (doing business as and

referred to herein as Relative Workshop) vector parachute systems that were manufactured between January 1, 1996, and September 10, 1998. This AD requires inspecting the amp fittings on the end of the breakaway housing for proper swaging, and re-swaging any incorrectly swaged fittings using the Nicopress® or Swage-It swaging tool. This AD is the result of a quality control problem on Relative Workshop vector parachute systems. In particular, a loose amp fitting was found on the breakaway housing during packing of one of these vector parachute systems. Further analysis reveals that the amp fittings on the end of the stainless steel breakaway housing were improperly swaged, and that this condition could exist on any of the 2,127 parachute systems that were manufactured during the above-referenced time period. The actions specified by this AD are intended to prevent the amp fittings from coming off the stainless steel breakaway housing, which could result in an unintentional partial breakaway of the main chute and interference with the deployment of the reserve parachute.

DATES: Effective January 29, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 29, 1999.

Comments for inclusion in the Rules Docket must be received on or before February 26, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-101-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from Relative Workshop, 1645 North Lexington Avenue, DeLand, Florida 32724; telephone: (904) 736-7589; facsimile: (904) 734-7537. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-101-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Donald J. Young, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6079; facsimile: (770) 703-6097.

SUPPLEMENTARY INFORMATION:

Discussion

The FAA has received information regarding a quality control problem on Relative Workshop vector parachute systems. A loose amp fitting on the breakaway housing was found during packing of one of these Relative Workshop vector parachute systems. Further analysis reveals that the amp fittings on the end of the stainless steel breakaway housing were improperly swaged. This problem could exist on any of the 2,127 Relative Workshop vector parachute system that were manufactured between January 1, 1996, and September 10, 1998.

This condition, if not detected and corrected in a timely manner, could result in an unintentional partial breakaway of the main chute and