

(a) Within 6 months after the effective date of this AD, replace the existing nitrogen cylinder assembly on the ditching dams with a new nitrogen cylinder assembly that incorporates an improved valve assembly (reference de Havilland Modification 8/3154), in accordance with Bombardier Service Bulletin S.B. 8-25-122, dated October 10, 1997.

(b) As of the effective date of this AD, no person shall install on any airplane any nitrogen cylinder assembly having part number 410870(BSC) or 410870-1.

(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, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

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

(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 airplane to a location where the requirements of this AD can be accomplished.

(e) The replacement shall be done in accordance with Bombardier Service Bulletin S.B. 8-25-122, dated October 10, 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 Bombardier Inc., Bombardier Regional Aircraft Division, Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in Canadian airworthiness directive CF-97-21, dated November 13, 1997.

(f) This amendment becomes effective on July 8, 1998.

Issued in Renton, Washington, on May 22, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 98-14222 Filed 6-2-98; 8:45 am]

BILLING CODE 4910-13-01

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-ANE-60-AD; Amendment 39-10557, AD 98-11-32]

RIN 2120-AA64

Airworthiness Directives; Allison Engine Company AE 3007A and AE 3007C 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 Allison Engine Company AE 3007A and AE 3007C series turbofan engines. This action supersedes priority letter AD 98-02-09, that currently requires certain checks of the center sump magnetic chip collector plug for paste. Engines found with paste are required to be removed from service. This action references revisions of the applicable Alert Service Bulletins (ASB) providing clarifications of check procedures. This amendment is prompted by a change in the part number applicability, a change in the check interval, and the publication of these revised ASBs. The actions specified by this AD are intended to prevent No. 4 bearing failure due to excessive bearing wear, which can result in an inflight engine shutdown.

DATES: Effective June 18, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 18, 1998.

Comments for inclusion in the Rules Docket must be received on or before August 3, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-ANE-60-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 Allison Engine Company, P.O. Box 420, Speed Code U-15, Indianapolis, IN 46206-0420; telephone (317) 230-6674. 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: Kyri Zaroyiannis, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Des Plaines, IL 60018; telephone (847) 294-7836, fax (847) 294-7834.

SUPPLEMENTARY INFORMATION: On January 16, 1998, the Federal Aviation Administration (FAA) issued priority letter airworthiness directive (AD) 98-02-09, applicable to Allison Engine Company AE 3007A and AE 3007C series turbofan engines, which requires each calendar day, for Allison Engine Company AE 3007A series engines, and every three calendar days, or prior to the next flight, whichever occurs later, for Allison Engine Company AE 3007C series engines, alternating between the left hand and right hand engines, checks of the center sump magnetic chip collector plug. After checking the center sump magnetic chip collector plug, that AD requires, if paste is found, collecting paste, examining the O-ring for damage, cleaning the plug once during the first check only and not subsequently, performing an engine ground run-up and again examining the plug for paste. If paste is found on this second examination or subsequent examinations, the engine must be removed from service. There have been five inflight engine shutdowns associated with these bearing failures since December 1, 1997, on Allison Engine Company AE 3007A and AE 3007C series turbofan engines, which occurred with total time in service since new (TSN) ranging from 36 to 1,284 hours. The investigation revealed that the No. 4 bearings deteriorate due to manufacturing anomalies, which lead to excessive bearing wear. Analysis of failed bearings and service history has narrowed the unsafe condition to one particular bearing part number. That condition, if not corrected, could result in No. 4 bearing failure due to excessive bearing wear, which can result in an inflight engine shutdown.

Since the issuance of that priority letter AD, Allison Engine Company has issued Alert Service Bulletin (ASB) No. AE 3007A-A-79-014, Revision 4, dated April 14, 1998, and ASB No. AE 3007C-A-79-018, Revision 3, dated April 21, 1998, which provide clarifications of check procedures. In addition, this final rule has added oil leak checks after each magnetic chip detector inspection, in order to minimize the possibility of

maintenance-induced errors. Also, this final rule adds a terminating action which eliminates the requirement for repetitive magnetic chip detector inspections by installing an improved No. 4 main engine bearing.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of this same type design, this AD supersedes priority letter AD 98-02-09 to reference revisions of the applicable Allison Engine Company ASBs providing clarifications of check procedures, change the part number applicability, and change the check interval. The actions are required to be accomplished in accordance with the ASBs 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 97-ANE-60-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:

98-11-32 Allison Engine Company:

Amendment 39-10557. Docket No. 97-ANE-60-AD. Supersedes AD 98-02-09.

Applicability: Allison Engine Company AE 3007A and AE 3007C series turbofan engines with No. 4 bearing, Part Number (P/N) 23062504, installed on but not limited to EMBRAER EMB-145 and Cessna 750 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 (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 No. 4 bearing failure due to excessive bearing wear, which can result in an inflight engine shutdown, accomplish the following:

(a) For Allison Engine Company AE 3007A series engines, within 8 flight hours after the effective date of this AD, accomplish the following in accordance with Allison Engine Company Alert Service Bulletin (ASB) No. AE 3007A-A-79-014, Revision 4, dated April 14, 1998.

(1) Remove the center sump magnetic chip collector plug (non-indicating) on each engine and examine it for paste.

Note 2: Paste is a mixture of very fine metallic particles and oil or soft carbon.

(2) If no paste is found, reinstall the center sump magnetic chip collector, perform an oil leak check, and thereafter inspect both engines at intervals not to exceed 8 flight hours.

(3) If paste is found, accomplish the following prior to further flight:

(i) Remove the engine from service if paste was previously found on the same engine during any previous checks performed in accordance with this AD, otherwise continue with the following procedure:

(ii) Collect the paste on a clean white paper. Cover the sample with clear tape and retain it for analysis.

(iii) Examine the O-ring for damage and replace as necessary.

(iv) Clean the center sump magnetic chip collector plug.

(v) Reinstall the center sump magnetic chip collector plug.

(vi) Perform a ground run-up of the engine as follows:

(A) Ground Idle for 5 minutes.

(B) Maximum Takeoff for 2 minutes.

(C) 50% N1 (Fan speed) for 5 minutes.

(D) Ground Idle for 3 minutes.

(E) Stop the engine.

(vii) Re-examine the center sump magnetic chip collector plug for paste. If paste is found, remove the engine from service. If no paste is found, thereafter inspect in accordance with paragraph (a)(2) of this AD.

(viii) Send any removed paste to a laboratory or facility capable of analysis with a scanning electron microscope and an energy dispersive x-ray microanalyzer for analysis.

Note 3: Two laboratories capable of performing this analysis are:

Aviation Laboratories, 910 Maria Street,
Kenner, LA 70062, 504-469-6751
or

Spectro Oil Analysis, Palace Gate, High
Street, Oldham, Hook, Hampshire, RG 291
NP, United Kingdom.

Send documentation referencing this AD or
ASB along with the sample.

(ix) Send the results of the analysis to
Allison as follows: Manager, AE Customer
Support, Large Commercial Engines, fax
(317) 230-4010.

(x) An engine found with paste either after
the engine ground run-up or during
subsequent checks performed in accordance
with this AD may not be operated again
without the approval of the Manager, Chicago
Aircraft Certification Office.

(b) For Allison AE 3007C series engines,
within 8 flight hours after the effective date
of this AD, accomplish the following in
accordance with Allison Engine ASB No. AE
3007C-A-79-018, Revision 3, dated April 21,
1998:

(1) Remove the center sump magnetic chip
collector plug (non-indicating) on each
engine and examine it for paste. (See Note 2)

(2) If no paste is found, reinstall the center
sump magnetic chip collector, perform an oil
leak check, and thereafter inspect both
engines at intervals not to exceed 8 flight
hours.

(3) If paste is found, accomplish the
following prior to further flight:

(i) Remove the engine from service if paste
was previously found on the same engine
during any previous checks performed in
accordance with this AD.

(ii) Collect the paste on a clean white
paper. Cover the sample with clear tape and
retain it for analysis.

(iii) Examine the O-ring for damage and
replace as necessary.

(iv) Clean the center sump magnetic chip
collector plug.

(v) Reinstall the center sump magnetic chip
collector plug.

(vi) Perform a ground run-up of the engine
as follows:

(A) Ground Idle for 5 minutes.

(B) Maximum Takeoff for 2 minutes.

(C) 50% N1 (Fan speed) for 5 minutes.

(D) Ground Idle for 3 minutes.

(E) Stop the engine.

(vii) Re-examine the center sump magnetic
chip collector plug for paste. If paste is
found, remove the engine from service. If no
paste is found, thereafter inspect in
accordance with paragraph (b)(2) of this AD.

(viii) Send any removed paste to a
laboratory or facility capable of analysis with
a scanning electron microscope and an
energy dispersive x-ray microanalyzer for
analysis. Send documentation referencing
this AD or ASB along with the sample. (See
Note 3)

(ix) Send the results of the analysis to
Allison as follows: Manager, AE Customer
Support, Large Commercial Engines, fax
(317) 230-4010.

(x) An engine found with paste either after
the engine ground run-up or during
subsequent checks performed in accordance
with this AD may not be operated again
without the approval of the Manager, Chicago
Aircraft Certification Office.

(c) For Allison Engine Company AE 3007A
series and AE 3007C series engines, remove
from service No. 4 main engine bearings,

P/N 23062504, at the next engine shop visit,
and replace with serviceable parts.

Installation of an improved No. 4 main
engine bearing constitutes terminating action
to the repetitive magnetic chip detector
checks required by paragraphs (a) and (b) of
this AD.

(d) For the purpose of this AD, the
following definitions apply:

(1) A serviceable part is defined as any No.
4 main engine bearing P/N other than
23062504.

(2) A shop visit is defined as any
maintenance action resulting in the
separation of any major engine flange.

(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, Chicago
Aircraft 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, Chicago Aircraft Certification
Office.

Note 4: Information concerning the
existence of approved alternative methods of
compliance with this airworthiness directive,
if any, may be obtained from the Chicago
Aircraft Certification Office.

(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 aircraft to
a location where the check requirements of
this AD can be accomplished.

(g) The actions required by this AD shall
be accomplished in accordance with the
following Allison Engine Company ASBs:

| Document No. | Page | Revision | Date |
|-------------------------|------|----------|-----------------|
| AE 3007A-A-79-014 | 1-7 | 4 | April 14, 1998. |
| Total Pages: 7. | | | |
| AE 3007C-A-79-018 | 1-6 | 3 | April 21, 1998. |
| Total Pages: 6. | | | |

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 Allison Engine Company, P.O. Box 420,
Speed Code U-15, Indianapolis, IN 46206-
0420; telephone (317) 230-6674. 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.

(h) This amendment supersedes priority
letter AD 98-02-09, issued January 16, 1998.

(i) This amendment becomes effective on
June 18, 1998.

Issued in Burlington, Massachusetts, on
May 22, 1998.

Thomas A. Boudreau,

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

[FR Doc. 98-14339 Filed 6-2-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-22-AD; Amendment
39-10410; AD 98-12-05]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A320-111 Series Airplanes

AGENCY: Federal Aviation
Administration, DOT.

ACTION: Direct final rule; confirmation of
effective date.

SUMMARY: This amendment adopts a
new airworthiness directive (AD) that is
applicable to certain Airbus Model
A320-111 series airplanes. This
amendment requires repetitive
inspections to detect cracking around
the attachment holes for the access

panels in the lower skin of the wing;
and repair, if necessary. This
amendment is prompted by issuance of
mandatory continuing airworthiness
information by a foreign civil
airworthiness authority. The actions
specified in this AD are intended to
detect and correct such cracking, which
could result in reduced structural
integrity of the airplane.

EFFECTIVE DATE: The direct final rule
published at 63 FR 13508 is effective on
June 18, 1998.

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: The FAA
published this direct final rule with
request for comments in the **Federal**