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]

BILLING CODE 4910–13–U

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,

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 a high pressure fuel leak, which could result in an engine nacelle fire and damage to the aircraft, accomplish the following:

(a) For R-R Viper Mk. 521, and 522 series engines, perform a one-time inspection of the barometric flow control unit (BFCU) augmentor and bypass valve joint washer for joint washer integrity, and replace, if necessary, with serviceable parts, in accordance with R-R Alert Service Bulletins (ASBs) Nos. 73–A120 and 73–A121, as applicable, dated November 1997, as follows:

(1) For engines with less than 200 hours time in service (TIS) since new, overhaul, or repair of the BFCU, inspect within 2 months, or 100 hours TIS after the effective date of this AD, whichever occurs first.

(2) For engines with 200 or more hours TIS since new, overhaul, or repair of the BFCU, inspect at the next engine removal after the effective date of this AD.

(b) For R-R Viper Mk. 526 series engines, perform a one-time inspection of the barometric flow control unit (BFCU) augmentor and bypass valve joint washer for joint washer integrity, and replace, if necessary, with serviceable parts, in accordance with R-R ASBs Nos. 73–A68 and 73–A69, as applicable, dated November 1997, as follows:

(1) For engines with less than 200 hours time in service (TIS) since new, overhaul, or repair of the BFCU, inspect within 2 months, or 100 hours TIS after the effective date of this AD, whichever occurs first.

(2) For engines with 200 or more hours TIS since new, overhaul, or repair of the BFCU, inspect at the next engine removal after the effective date of this AD.

(c) For R-R Viper Mk. 601 series engines, perform a one-time inspection of the BFCU augmentor and bypass valve joint washer for joint washer integrity, and replace, if necessary, with serviceable parts, in accordance with R-R ASBs Nos. 73–A35 and 73–A36, as applicable, dated November 1997, as follows:

(1) For engines with less than 200 hours TIS since new, overhaul, or repair of the BFCU, inspect within 2 months, or 100 hours TIS after the effective date of this AD, whichever occurs first.

(2) For engines with 200 or more hours TIS since new, overhaul, or repair of the BFCU, inspect at the next engine removal after the effective date of this AD.

(d) 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.

(e) 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.

(f) The actions required by this AD shall be done in accordance with the following R-R ASBs:

Document No.	Pages	Date
73–A35 ..... Total Pages: 6.	1–6	Nov. 1997.
73–A36 ..... Total Pages: 6.	1–6	Nov. 1997.
73–A68 ..... Total Pages: 6.	1–6	Nov. 1997.
73–A69 ..... Total Pages: 6.	1–6	Nov. 1997.
73–A120 ..... Total Pages: 6.	1–6	Nov. 1997.
73–A121 ..... Total Pages: 6.	1–6	Nov. 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 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. 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.

(g) This amendment becomes effective on February 12, 1999.

Issued in Burlington, Massachusetts, on November 30, 1998.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 98–32800 Filed 12–11–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 93–AWA–5]

Establishment of the Cincinnati/ Northern Kentucky International Airport Class B Airspace Area, and Revocation of the Cincinnati/Northern Kentucky International Class C Airspace Area; KY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; delay of effective date.

SUMMARY: This action delays the effective date for the establishment of the Cincinnati/Northern Kentucky International Airport Class B airspace area, and revocation of the Cincinnati/ Northern Kentucky International Airport Class C airspace area, until further notice. The FAA is taking this action to conduct an administrative review of the Cincinnati terminal airspace area.

DATES: The effective date of 0910 UTC, December 31, 1998, is delayed until further notice.

FOR FURTHER INFORMATION CONTACT: Ms. Sheri Edgett Baron, Airspace and Rules Division, ATA–400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

Airspace Docket No. 93–AWA–5, published in the **Federal Register** on November 30, 1998 (63 FR 65972), established the Cincinnati/Northern Kentucky International Airport Class B airspace area, and revoked the Cincinnati/Northern Kentucky International Airport Class C airspace area, and was orginally scheduled to be implemented on December 31, 1998. However, to allow additional time for an administrative review of the Cincinnati terminal airspace area, the FAA is delaying the effective date of the establishment of the Cincinnati/ Northern Kentucky International Airport Class B airspace area, and revocation of the Cincinnati/Northern Kentucky International Class C airspace area, KY, Final Rule until further notice.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation (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) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR part 71

Airspace, Incorporation by reference, Navigation (air).