

# Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-ANE-55-AD]

RIN 2120-AA64

#### Airworthiness Directives; Pratt & Whitney PW4000 Series Turbofan Engines

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Pratt & Whitney PW4000 series turbofan engines. This proposal would reduce life limits of certain 4th stage low pressure turbine (LPT) disks. It would also allow the original life limits of the disks to be restored if reoperation is performed to incorporate the original slotted cooling hole configuration. This proposal is prompted by reports that a change of a cooling hole geometry, which was introduced in the design of certain 4th stage LPT disks, inadvertently caused a reduction on the cooling air flow to the disk and an increased level of stress. The actions specified by the proposed AD are intended to prevent an uncontained disk failure and damage to the aircraft. **DATES:** Comments must be received by May 8, 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-55-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. Comments may be inspected at this location between 8:00 a.m. and 4:30

p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Pratt & Whitney, Publications Department, Supervisor Technical Publications Distribution, M/S 132-30, 400 Main St., East Hartford, CT 06108; telephone (860) 565-7700. This information may be examined at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA.

#### FOR FURTHER INFORMATION CONTACT:

Chris Gavriel, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7147, fax (781) 238-7199.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal 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-55-AD." The postcard will be date stamped and returned to the commenter.

#### Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-ANE-55-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

#### Discussion

The Federal Aviation Administration received a report that a change was introduced in the design of certain 4th stage low pressure turbine (LPT) disks, installed on Pratt & Whitney Model PW4056, PW4152, PW4156A, PW4164, PW4168, and PW4460 turbofan engines, that inadvertently caused the reduction of amount of cooling air flow to the disk and resulted in a reduction of their life limits. These disks, part number (P/N) 50N924, are identified by serial number (S/N) in this AD. This condition, if not corrected, could result in an uncontained disk failure and damage to the aircraft.

The FAA has reviewed and approved the technical contents of Pratt & Whitney (PW) Service Bulletins (SB) No. PW4G 100-72-105, dated November 12, 1997, and SB No. PW4ENG 72-657, dated November 25, 1997, that describe the reduced life limits for affected disks, and describe procedures for reoperation of the disks to incorporate the slotted cooling air configuration to restore their original life limits.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would reduce life limits of affected 4th stage LPT disks, identified by S/N. It would also allow the original life limits to be restored, if reoperation is performed to incorporate the slotted cooling air configuration. The actions would be required to be accomplished in accordance with the SBs described previously.

There are approximately 27 engines of the affected design in the worldwide fleet. The FAA estimates that there are currently no engines installed on aircraft of U.S. registry would be affected by this proposed AD, but if one were installed, it would take approximately 4 work hours per engine to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost

approximately \$240 per engine. Based on these figures, the total cost impact of the proposed AD per engine is estimated to be \$480.

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

#### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

**Pratt & Whitney:** Docket No. 97-ANE-55-AD.

**Applicability:** Pratt & Whitney Model PW4056, PW4152, W4156A, PW4164, PW4168, and PW4460 turbofan engines, with 4th stage low pressure turbine (LPT) disks, part number (P/N) 50N924, serial numbers (S/Ns) CLDL BX2061, CLDL BX6620, CLDL BX2054, CLDL BX2055, CLDL BX6596, CLDL BX2059, CLDL BX2060, CLDL BX6600, CLDL BX6597, CLDL BX6599, CLDL BX6601, CLDL BX6598, CLDL BX6604, CLDL BX6605, CLDL

BX6602, CLDL BX6609, CLDL BX6607, CLDL BX6612, CLDL BX6611, CLDL BX6610, CLDL BX6608, CLDL BX6606, CLDL BX6615, CLDL BX6616, CLDL BX6619, CLDL BX2058, and CLDL BX6603 installed. These engines are installed on but not limited to Airbus A330, Boeing 747, and McDonnell Douglas MD-11 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 an uncontained disk failure and damage to the aircraft, accomplish the following:

(a) Except as provided in paragraph (b) of this AD, prior to accumulating 7,500 cycles in service (CIS), remove the affected 4th stage LPT disks and replace them with new or serviceable parts.

**Note 2:** A list of the affected 4th stage LPT disks, identified by P/N and S/N, appears in the "Applicability" paragraph for this AD.

(b) Restoration of the original life limits on the affected disks may be accomplished as follows:

(1) Reoperation performed on the LPT disks installed in PW4164 and PW4168 model engines, in accordance with Pratt & Whitney (PW) Service Bulletin (SB) No. PW4G 100-72-105, dated November 12, 1997, prior to 7,000 CIS to incorporate the slotted cooling air configuration may restore the life limit to 15,000 CIS.

(2) Reoperation performed on the LPT disks installed in PW4156A and PW4460 model engines in accordance with PW SB No. PW4ENG 72-657, dated November 25, 1997, prior to 5,500 CIS to incorporate the slotted cooling air configuration may restore the life limit to 15,000 CIS.

(3) Reoperation performed on the LPT disks installed in PW4056 and PW4152 model engines in accordance with PW SB No. PW4ENG 72-657, dated November 25, 1997, prior to 4,500 CIS to incorporate the slotted cooling air configuration may restore the life limit to 20,000 CIS.

(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 request 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.

Issued in Burlington, Massachusetts, on February 26, 1998.

**Ronald L. Vavruska,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*  
[FR Doc. 98-5797 Filed 3-6-98; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 96-AWP-4]

#### Proposed Establishment of Class E Airspace; Borrego Springs, CA

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to establish a Class E airspace area at Borrego Springs, CA. The establishment of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 25 at Borrego Valley Airport has made this proposal necessary. Additional controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain aircraft executing the GPS RWY 25 SIAP to Borrego Valley Airport. The intended effect of this proposal is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Borrego Valley Airport, Borrego Springs, CA.

**DATES:** Comments must be received on or before April 20, 1998.

**ADDRESSES:** Send comments on the proposal in triplicate to: Federal Aviation Administration, Attn: Manager, Airspace Branch, AWP-520, Docket No. 96-AWP-4, Air Traffic Division, 15000 Aviation Boulevard, Lawndale, California 90261.

The official docket may be examined in the Office of the Assistant Chief Counsel, Western Pacific Region, Federal Aviation Administration, Room 6007, 15000 Aviation Boulevard, Lawndale, California 90261.

An informal docket may also be examined during normal business hours at the Office of the Manager, Airspace Branch, Air Traffic Division at the above address.