

incorporated by reference in Type Certificate No. E00054EN are 21.29 and part 33, effective February 1, 1965, as amended by Amendments 33-1 through 33-14, and Special Conditions SC-33-ANE-05, Docket No. 95-ANE-46, published on April 15, 1996 (61 FR 16375).

The Administrator finds that the applicable airworthiness regulations in part 33, as amended, do not contain adequate or appropriate safety standards for the additional new engine rating for the Model Arriel 2S1 turboshaft engine because it is a novel or unusual engine rating feature, special conditions are prescribed under the provision of 14 CFR 21.16.

Special conditions, as appropriate, are issued in accordance with 14 CFR 11.49 after public notice, as required by §§ 11.28 and 11.29(b), and become part of the type certification basis in accordance with 14 CFR 21.101(b)(2).

#### Novel or Unusual Design Features

The Turbomeca S.A., Model Arriel 2S1 turboshaft engine will incorporate the following novel or unusual design features: Rated 30-minute power. The power available for rotorcraft hovering to perform maritime search and rescue missions is currently limited to the maximum continuous rating power under current part 33. The proposed "30-minute power" rating would provide higher power level than currently available for use up to 30 minutes at any time between takeoff and landing in one flight. This new rating will enhance rotorcraft safety through the availability of increased power for hovering operations calling for greater than maximum continuous power.

#### Discussion of Comments

Interested persons have been afforded the opportunity to participate in the making of these special conditions. No comments were received on the special conditions as proposed. After careful review of the available data, the FAA has determined that air safety and the public interest require the adoption of the special conditions without change.

#### Applicability

As discussed above, these special conditions are applicable to the Turbomeca S.A., Model Arriel 2S1 turboshaft engine. Should Turbomeca S.A., of Bordes, France, apply at a later date for a change to the type certificate to include another model incorporating the same or novel or unusual design feature, the special conditions would apply to that model as well under the provisions of 14 CFR 21.101(a)(1).

These special conditions provide necessary increased hover time to enable operators to better perform critical, life-saving search and rescue missions, particularly in overwater situations. For this reason and because a delay would not be in the public interest, the FAA has determined that good cause exists for adopting these special conditions immediately upon publication.

#### Conclusion

This action affects only certain novel or unusual design features on one model of engines. It is not a rule of general applicability and it affects only the applicant who applied to the FAA for approval of these features on the engine.

#### List of Subjects in 14 CFR Part 33

Air transportation, Aircraft, Aviation safety, Safety.

The authority citations for these special conditions is as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701-44702, 44704.

#### The Special Conditions

Accordingly, the Federal Aviation Administration (FAA) proposes the following special conditions as part of the type certification basis for the Turbomeca S.A., Model Arriel 2S1 turboshaft engine:

##### *Section 33.4, Instructions for Continued Airworthiness*

(a) In addition to the requirements of § 33.4, the procedures must:

(1) Ensure that the engine deterioration in service will not exceed the level shown in certification using the rated 30-minute rating.

(2) Be included in the airworthiness limitations section of the Instructions for Continued Airworthiness.

##### *Section 33.7, Engine Ratings and Operating Limitations*

(a) In addition to the ratings provided in § 33.7, a "Rated 30-minute power" rating is available, which shall be defined as the approved brake horsepower developed under static conditions at specified altitudes and temperatures within the operating limitations established under part 33 of this chapter, and limited in use to periods of not over 30 minutes each.

##### *Section 33.87, Endurance Test*

(a) Unless already accomplished under § 33.87(d), in addition to the requirements of § 33.87, the following test must be conducted:

**Rated 30-minute power.** Thirty minutes at rated 30-minute power

during the twenty-five 6-hour endurance test cycles.

Issued in Burlington, Massachusetts on June 12, 1998.

**Jay J. Pardee,**

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

[FR Doc. 98-16359 Filed 6-18-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-ANE-46-AD; Amendment 39-10585; AD 98-12-32]

RIN 2120-AA64

#### Airworthiness Directives; CFM International CFM56-2, -2A, -2B, -3, -3B, and -3C Series Turbofan Engines

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to CFM International (CFMI) CFM56-2, -2A, -2B, -3, -3B, and -3C series turbofan engines, that requires a one-time eddy current inspection (ECI) for cracks or gouges in certain high pressure turbine rotor (HPTR) disks. This amendment is prompted by a report of a HPTR disk found to have a crack in a rim bolt hole during a routine shop manual ECI. The actions specified by this AD are intended to prevent the potential for an uncontained failure of the HPTR disk, which could result in an inflight engine shutdown, aborted takeoff, or damage to the aircraft.

**DATES:** Effective July 20, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 20, 1998.

**ADDRESSES:** The service information referenced in this AD may be obtained from CFM International, Technical Publications Department, 1 Neumann Way, Cincinnati, OH 45215; telephone (513) 552-2981, fax (513) 552-2816. 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:** Glorianne Messemer, Aerospace Engineer, Engine Certification Office,

FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7132; 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 CFM International (CFMI) CFM56-2, -2A, -2B, -3, -3B, and -3C series turbofan engines was published in the **Federal Register** on January 22, 1998 (63 FR 3275). That action proposed to require a one-time eddy current inspection for cracks or gouges in certain high pressure turbine rotor (HPTR) disks in accordance with CFM56-2 Service Bulletin (SB) No. 72-817, dated January 14, 1997, CFM56-2A SB No. 72-419, Revision 1, dated January 31, 1997, CFM56-2B SB No. 72-561, Revision 1, dated January 31, 1997, and CFM56-3/-3B/-3C SB No. 72-843, dated January 14, 1997.

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

Three commenters support the rule as proposed.

Since issuance of the proposed rule, CFMI has revised CFM56-2 SB No. 72-817, CFM56-2A SB No. 72-419, and CFM56-3/-3B/-3C SB No. 72-843. These revisions include an update of a HPTR disk serial number identified in Table 1. Therefore, since these SB revisions do not alter the proposed actions, this AD will include reference to CFM56-2 SB No. 72-817, Revision 1, dated November 25, 1997, CFM56-2A SB No. 72-419, Revision 2, dated November 14, 1997, and CFM56-3/-3B/-3C SB No. 72-843, Revision 1, dated November 25, 1997, for the accomplishment of the HPTR disk inspections.

In addition, this AD revises the compliance date requirement for CFM56-2, CFM56-3, -3B, and -3C engines to 45 days after the effective date of this AD.

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.

There are approximately 276 engines of the affected design in the worldwide fleet. The FAA estimates that 100 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 300 work hours per engine to accomplish the required actions, and that the average labor rate is \$60 per work hour. Replacement parts, if required, would

cost approximately \$86,000 per engine. Based on these figures, and assuming that 16 of the inspected HPTR disks will require replacement, the total cost impact of the AD on U.S. operators is estimated to be \$3,176,000. The manufacturer has advised the FAA that certain costs incurred from the inspection and replacement of parts affected by this AD may be borne by the manufacturer; therefore, the total cost impact of this AD to U.S. operators may be less than estimated by the FAA.

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:

**98-12-32 CFM International:** Amendment 39-10585. Docket 97-ANE-46-AD.

**Applicability:** CFM International (CFMI) CFM56-2, -2A, -2B, -3, -3B, and -3C series turbofan engines installed on, but not limited to McDonnell Douglas DC-8 series, Boeing 737 series, as well as Boeing E-3, E-6, and KC-135 (military) 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 the potential for an uncontained failure of the high pressure turbine rotor (HPTR) disk, which could result in an inflight engine shutdown, aborted takeoff, or damage to the aircraft, accomplish the following:

(a) Eddy current inspect for cracks or gouges in HPTR disks, Part Numbers 1475M29P01, 1475M29P02, 9514M69P01, 9514M69P04, 9514M69P05, 9514M69P06, and 9514M69P09, with Serial Numbers listed in Table 1 of the applicable Service Bulletin (SB), as follows:

(1) For CFM56-2 engines, in accordance with CFM56-2 SB No. 72-817, Revision 1, dated November 25, 1997, within 45 days after the effective date of this AD.

(2) For CFM56-2A engines, in accordance with CFM56-2A SB No. 72-419, Revision 2, dated November 14, 1997, within 500 cycles in service (CIS) after the effective date of this AD, or by December 31, 1999, whichever occurs first.

(3) For CFM56-2B engines, in accordance with CFM56-2B SB No. 72-561, Revision 1, dated January 31, 1997, within 500 CIS after the effective date of this AD, or by December 31, 1999, whichever occurs first.

(4) For CFM56-3, -3B, and -3C engines, in accordance with CFM56-3/-3B/-3C SB No. 72-843, Revision 1, dated November 25, 1997, within 45 days after the effective date of this AD.

(b) Remove from service HPTR disks found cracked or gouged, and replace with serviceable parts.

(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 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.

(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 inspection requirements of this AD can be accomplished.

(e) The actions required by this AD shall be done in accordance with the following CFMI SBs:

Document No.	Pages	Revision	Date
CFM56-2 SB No. 72-817 .....	1-2 .....	1 .....	November 25, 1997.
	3-12 .....	Original .....	January 14, 1997.
	13 .....	1 .....	November 25, 1997.
	14-19 .....	Original .....	January 14, 1997.
Total Pages: 19.			
CFM56-2A SB No. 72-419 .....	1-2 .....	2 .....	November 14, 1997.
	3-4 .....	1 .....	January 31, 1997.
	5-10 .....	Original .....	January 14, 1997.
	11-12 .....	2 .....	November 14, 1997.
	13-18 .....	Original .....	January 14, 1997.
Total Pages: 18.			
CFM56-2B SB No. 72-561 .....	1 .....	1 .....	January 31, 1997.
	2 .....	Original .....	January 14, 1997.
	3-4 .....	1 .....	January 31, 1997.
	5-19 .....	Original .....	January 14, 1997.
Total Pages: 19.			
CFM56-3/-3B/-3C SB No. 72-843 .....	1-2 .....	1 .....	November 25, 1997.
	3-11 .....	Original .....	January 14, 1997.
	12 .....	1 .....	November 25, 1997.
	13-18 .....	Original .....	January 14, 1997.
Total Pages: 18.			

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 CFM International, Technical Publications Department, 1 Neumann Way, Cincinnati, OH 45215; telephone (513) 552-2981, 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 July 20, 1998.

Issued in Burlington, Massachusetts, on June 5, 1998.

**Mark C. Fulmer,**

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

[FR Doc. 98-15785 Filed 6-18-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 95-CE-53-AD; Amendment 39-10591; AD 98-13-03]

RIN 2120-AA64

#### **Airworthiness Directives; British Aerospace Model H.P. 137 Mk1, Jetstream Series 200, and Jetstream Model 3101 Airplanes.**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes Airworthiness Directive (AD) 82-20-04 R1, which currently requires repetitively inspecting the main landing gear (MLG) hinge fitting, support angles, and attachment bolts on British Aerospace H.P. 137 Mk1 and Jetstream series 200 airplanes, and repairing or replacing any part that is cracked beyond certain limits. This AD requires installing improved design MLG fittings, as terminating action for the repetitive inspections that are currently required by AD 82-20-04 R1, and will incorporate the Jetstream Model 3101 airplanes into the Applicability of the

AD. The Federal Aviation Administration's policy on aging commuter-class aircraft is to eliminate or, in certain instances, reduce the number of certain repetitive short-interval inspections when improved parts or modifications are available. The actions specified by this AD are intended to prevent structural failure of the MLG caused by fatigue cracking, which could result in loss of control of the airplane during landing operations.

**DATES:** Effective August 3, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 3, 1998.

**ADDRESSES:** Service information that applies to this AD may be obtained from British Aerospace Regional Aircraft, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland; telephone: (01292) 479888; facsimile: (01292) 671715. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 95-CE-53-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North