

stage 4-5 interstage seal teeth during each shop visit as defined in paragraph (c) of this AD, and if necessary, replace with serviceable parts prior to returning the engine to revenue service, in accordance with GE Service Bulletin (SB) No. 72-352, Revision 2, dated March 31, 1998.

(c) For the purpose of this AD, an engine shop visit is defined as any time an engine has maintenance performed that involves separation of a major engine flange (such as removal of an LPT module or HPC "top case").

(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 inspection requirements of this AD can be accomplished.

(f) The actions required by this AD shall be done in accordance with the following GE service documents:

Document Number	Pages	Revision	Date
SB No. 72-352 Total pages: 32	1-32	2	March 31, 1998.
ASB No. 72-A357 Total pages: 30	1-30	2	April 21, 1998.

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 Technical Services, Attention: Leader for distribution/microfilm, 10525 Chester Road, Cincinnati, OH 45215; telephone (513) 672-8400 Ext. 130, fax (513) 672-8422. 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 July 29, 1998.

Issued in Burlington, Massachusetts, on July 6, 1998.

Jay J. Pardee,

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

[FR Doc. 98-18647 Filed 7-10-98; 9:29 a.m.]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-ANE-13-AD; Amendment 39-10653; AD 98-15-02]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce Limited, Aero Division-Bristol, S.N.E.C.M.A, Olympus 593 Series Turbojet 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 Rolls-Royce Limited, Aero Division-Bristol, S.N.E.C.M.A. Olympus 593 series turbojet engines. This action requires identifying reduced post-

rebroaching cyclic life limits for certain rebroached stage 6 high pressure compressor (HPC) disks, inspecting the rebroached disks for cracks, and, if necessary, removing from service cracked disks. This amendment is prompted by reports of the low cyclic lives at which some rebroached stage 6 HPC disks have been found cracked. The actions specified in this AD are intended to prevent rebroached stage 6 HPC disk failure, which could result in an uncontained engine failure and damage to the aircraft.

DATES: Effective July 29, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 29, 1998.

Comments for inclusion in the Rules Docket must be received on or before September 14, 1998.

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-13-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 Rolls-Royce, PO Box 3, Filton, Bristol BS12 7QE, England; telephone 01-17-979-1234, fax 01-17-979-7575. 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:

Jason Yang, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7747, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom (UK), recently notified the Federal Aviation Administration (FAA) that an unsafe condition may exist on Rolls-Royce Limited (R-R), Aero Division-Bristol, S.N.E.C.M.A Olympus 593 Mk. 610-14-28 turbojet engines. The CAA advises that they have received reports of cracked, rebroached stage 6 high pressure compressor (HPC) disks. There are currently no affected engines operated on aircraft of U.S. registry. This AD, then, is necessary to require accomplishment of the required actions for engines installed on aircraft currently of foreign registry that may someday be imported into the U.S. or for engines installed on aircraft which currently operate in U.S. airspace. Accordingly, the FAA has determined that notice and prior opportunity for comment are unnecessary and good cause exists for making this amendment effective in less than 30 days. This condition, if not corrected, could result in rebroached stage 6 HPC disk failure, which could result in an uncontained engine failure and damage to the aircraft.

R-R has issued Service Bulletin (SB) No. OL593-72-9016-416, Revision 1, dated December 5, 1997, that specifies procedures for identifying the new, reduced, cyclic life limits for individual stage 6 HPC disks, and SB No. OL593-72-8951-364, Revision 5, dated August 31, 1995, that specifies procedures for inspection of rebroached stage 6 HPC disks for cracks. The CAA classified

these SBs as mandatory and issued AD 007-06-96 in order to assure the airworthiness of these engines in the UK.

This engine model is manufactured in the UK and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of the same type design registered in the United States, this AD requires identifying reduced post-rebroaching cyclic life limits for rebroached stage 6 high pressure compressor (HPC) disks (B509174 to B509181), inspecting the rebroached disks for cracks, and if necessary, removing from service cracked disks. The actions would be required to be accomplished in accordance with the SBs 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-13-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:

98-15-02 Rolls-Royce Limited, Aero Division-Bristol, S.N.E.C.M.A.:

Amendment 39-10653. Docket 98-ANE-13-AD.

Applicability: Rolls-Royce Limited (R-R), Aero Division-Bristol, S.N.E.C.M.A. Olympus 593 Mk. 610-14-28 turbojet engines, installed on but not limited to British Aerospace/Aerospatiale Concorde 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 (b) 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 rebroached stage 6 high pressure compressor (HPC) disk failure, which could result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) Accomplish the following in accordance with R-R Service Bulletin (SB) No. OL.593-72-9016-416, Revision 1, dated December 5, 1997:

(1) Remove from service rebroached HPC stage 6 disks (B509174 to B509181) listed in Table 1 and 5 of the SB prior to exceeding the earliest of the following:

- (i) 1,100 cycles in service (CIS) since rebroaching, or
- (ii) 2,700 cycles since new (CSN) prior to January 1, 2000, or
- (iii) 2,500 CSN after December 31, 1999.

(2) Inspect the HPC stage 6 disks listed in Table 2 and 6 of the SB within the CIS intervals since rebroach as defined in these Tables. Disks with cracks in any blade root slot must be removed from service. Perform the inspection in accordance with R-R SB No. OL.593-72-8951-364, Revision 5, dated August 31, 1995.

(3) Remove from service HPC stage 6 disks listed in Table 2 and 6 of the SB prior to exceeding the maximum post-rebroach cyclic life limits as defined in these Tables, or 2,500 CSN after December 31, 1999, whichever occurs first.

(b) 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.

(c) 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.

(d) The actions required by this AD shall be performed in accordance with the following R-R SB:

Document Number	Pages	Revision	Date
OL593-72-9016-416	1-8	1	December 5, 1997.
Total pages: 8			
OL593-72-8951-364	1-9	5	August 31, 1995.
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 Rolls-Royce, PO Box 3, Filton, Bristol BS12 7QE, England; telephone 01-17-979-1234, fax 01-17-979-7575. 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.

(e) This amendment becomes effective on July 29, 1998.

Issued in Burlington, Massachusetts, on July 6, 1998.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 98-18648 Filed 7-10-98; 9:32 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-ANE-04; Amendment 39-10652; AD 97-25-10 R1]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney JT9D Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment revises an existing airworthiness directive (AD), applicable to certain Pratt & Whitney (PW) JT9D series turbofan engines, that currently requires initial and repetitive fluorescent penetrant inspections (FPI) for cracks in cooling air holes of first stage high pressure turbine (HPT) disks, and replacement of cracked disks with serviceable parts. In addition, the current AD requires initial and repetitive FPI for cracks in tie bolt holes of certain other affected second stage HPT disks installed in PW JT9D series

turbofan engines. This amendment calls out the second stage HPT hub assembly by part number (P/N) in addition to the hub P/N for clarification of affected parts, and references a service bulletin that does not change any of the requirements in the AD, but better explains the inspection procedures that are referenced in the current AD. This amendment also increases the repetitive inspection interval of first stage HPT disks. This amendment is prompted by the need to clarify the inspection procedures and the parts affected by this AD and by a re-evaluation of the risk analysis, based on new data from service, to establish a new repetitive inspection interval for the first stage HPT disk. The actions specified by this AD are intended to prevent turbine disk failure due to cooling air hole or tie bolt hole cracking, which could result in an uncontained engine failure and damage to the aircraft.

DATES: Effective July 29, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 29, 1998.

Comments for inclusion in the Rules Docket must be received on or before September 14, 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-04, 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 Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-6600, fax (860) 565-4503. 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: Tara Goodman, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7130, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: On November 28, 1997, the Federal Aviation Administration (FAA) issued AD 97-25-10, Amendment 39-10234 (62 FR 64514, December 8, 1997), applicable to certain Pratt & Whitney (PW) JT9D series turbofan engines, to require initial and repetitive fluorescent penetrant inspections (FPI) for cracks in cooling air holes of affected first stage high pressure turbine (HPT) disks, and, if necessary, replacement with serviceable parts. In addition, that airworthiness directive (AD) requires initial and repetitive FPI for cracks in tie bolt holes of all affected second stage HPT disks. Finally, that action requires reporting findings of cracked turbine disks. That action was prompted by reports of a cracked cooling air hole on one first stage HPT disk, and a cracked tie bolt hole on one second stage HPT disk. That condition, if not corrected, could result in turbine disk failure due to cooling air hole or tie bolt hole cracking, which could result in an uncontained engine failure and damage to the aircraft.

Since the issuance of that AD, the FAA received questions regarding clarifying the inspection procedures for second stage HPT disk tie bolt holes. In addition, one commenter requested that the 48 hour time requirement to notify the FAA that a cracked disk is found be changed to 10 working days. The commenter explained that 48 hours is not practical if a cracked disk is found over a holiday weekend. The FAA concurs, and has changed this revision to the final rule AD to include a 10 working day reporting requirement.