

stiffeners, and in the top two and bottom two rows of the fasteners attaching the web to the rib posts. This inspection area is located between FSS 570 and FSS 636 and between FSS 675 and FSS 684.

(e) If any discrepancy (i.e., cracking, fuel leakage, broken fasteners) is detected during any inspection required by this AD, prior to further flight, repair in accordance with paragraphs E. and H. (as applicable) of the Accomplishment Instructions of Boeing Service Bulletin 747-57A2266, Revision 3, dated March 31, 1994; Boeing Service Bulletin 747-57A2266, Revision 4, dated November 3, 1994; or Boeing Alert Service Bulletin 747-57A2266, Revision 5, dated August 3, 1995. Thereafter, continue to inspect the remaining fasteners in accordance with paragraph (c) or (d) of this AD, as applicable, until the terminating action specified in paragraph (f) of this AD is accomplished. If any crack is found that cannot be removed by oversizing the fastener hole, prior to further flight, repair it in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(f) Replacement of the fasteners in the web-to-chords and of the fasteners in the web-to-stiffeners and web-to-rib posts, as specified in Boeing Service Bulletin 747-57A2266, Revision 3, dated March 31, 1994; Revision 4, dated November 3, 1994; or Revision 5, dated August 3, 1995; with oversized fasteners on each wing spar in accordance with the service bulletin constitutes terminating action for the repetitive inspections required by paragraphs (a), (b), (c), (d), and (e) of this AD.

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

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

(h) 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.

(i) The actions shall be done in accordance with Boeing Service Bulletin 747-57A2266, Revision 3, dated March 31, 1994; Boeing Service Bulletin 747-57A2266, Revision 4, dated November 3, 1994; and Boeing Alert Service Bulletin 747-57A2266, Revision 5, dated August 3, 1995.

(1) The incorporation by reference of Boeing Alert Service Bulletin 747-57A2266, Revision 5, dated August 3, 1995, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Boeing Service Bulletin 747-57A2266, Revision 3, dated March 31, 1994; and Boeing Service Bulletin 747-57A2266,

Revision 4, dated November 3, 1994, was approved previously by the Director of the Federal Register as of March 23, 1995 (60 FR 9613, February 21, 1995).

(3) Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(j) This amendment becomes effective on August 27, 1998.

Issued in Renton, Washington, on July 15, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-19455 Filed 7-22-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-ANE-35-AD; Amendment 39-10668; AD 98-15-17]

RIN 2120-AA64

Airworthiness Directives; General Electric Company CF6-80A3 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 General Electric Company CF6-80A3 series turbofan engines. This action requires initial and repetitive on-wing borescope inspections of the left hand aft mount link assembly for cracks, bearing migration, and bearing race rotation, and, if necessary, replacement with serviceable parts. This amendment is prompted by a report of a fractured left hand aft mount link discovered during a scheduled engine removal. The actions specified in this AD are intended to prevent left hand aft mount link failure, which can result in adverse redistribution of the aft mount loads and possible aft mount system failure.

DATES: Effective August 7, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 7, 1998.

Comments for inclusion in the Rules Docket must be received on or before September 21, 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-35-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 Rohr, Inc., 850 Lagoon Dr., Chula Vista, CA 91910-2098; telephone (619-691-3102), fax (619-498-7215). 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: William S. Ricci, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7742, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) has received a report of a fractured left hand aft mount link discovered during a scheduled engine removal of a General Electric Company (GE) CF6-80A3 series turbofan engine. Failure analysis revealed a fatigue type fracture with no metallurgical anomalies and no geometric discrepancies in the area of the crack origin. Over the course of the investigation of the cracked left hand aft mount link assembly and the review of other link assemblies returned from service, two conditions were noted that individually could be considered benign but when combined could result in higher stress levels and the reduced fatigue capability of link assemblies. The first condition is the incorrect orientation of the entry slots of the spherical bearing assembly and the second condition is high friction between the bearing and the race resulting from contamination between faying bearing surfaces. This condition, if not corrected, could result in left hand aft mount link failure, which can result in adverse redistribution of the aft mount loads and possible aft mount system failure.

On May 20, 1998, the Direction Generale de L'Aviation Civile (DGAC), the airworthiness authority of France, issued AD 98-205-260(B), applicable to Airbus A310 aircraft, addressing this unsafe condition by requiring initial and repetitive on-wing borescope inspections of the left hand aft mount link assembly for cracks, bearing

migration, and bearing race rotation, and, if necessary, replacement with serviceable parts. On June 3, 1998, the Transport Airplane Directorate (TAD) of the FAA issued AD 98-12-24, also applicable to Airbus A310 aircraft, requiring a one-time on-wing borescope inspection for cracks and bearing migration. The Engine and Propeller Directorate has consulted with the DGAC and the TAD and has determined that it is necessary to issue this AD applicable to GE CF6-80A3 series engines mandating repetitive borescope inspections in order to assure the continued airworthiness of the aft mount links.

The FAA has reviewed and approved the technical contents of Rohr Alert Service Bulletin (ASB) No. CF6-80A3-NAC-A71-060, dated January 30, 1998, that describes procedures for borescope inspections of the left hand aft mount link for cracks, bearing migration, and bearing race rotation.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of the same type design, this AD is being issued to prevent left hand aft mount link failure. This AD requires initial and repetitive on-wing borescope inspections of the left hand aft mount link assembly for cracks, bearing migration, and bearing race rotation, and, if necessary, replacement with serviceable parts. The investigation is ongoing, and further rulemaking may be necessary that may require additional piece-part inspections or the installation of a modified left hand aft mount link assembly that would terminate the repetitive inspections required by this AD. The actions are required to be accomplished in accordance with the ASB 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-35-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:

98-15-17 General Electric Company:

Amendment 39-10668. Docket 98-ANE-35-AD.

Applicability: General Electric Company (GE) CF6-80A3 series turbofan engines, installed on but not limited to Airbus A310 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 left hand aft mount link failure, accomplish the following:

(a) Perform initial and repetitive borescope on-wing inspections of the left hand aft mount link assembly for cracks, bearing migration, and bearing race rotation exceeding the limits specified in Rohr Alert Service Bulletin (ASB) No. CF6-80A3-NAC-A71-060, dated January 30, 1998, and, if necessary, replace with serviceable parts, as follows:

(1) Initially inspect within 50 cycles in service (CIS) after the effective date of this AD.

(2) Thereafter, reinspect at intervals not to exceed 175 CIS since last inspection.

(3) Prior to further flight, remove from service any left hand aft mount link discovered with cracks, bearing migration, or bearing race rotation, exceeding the limits specified in Rohr ASB No. CF6-80A3-NAC-A71-060, dated January 30, 1998, and replace with serviceable parts.

(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 done in accordance with the following Rohr ASB:

Document No.	Pages	Date
CF6-80A3-NAC-A71-060.	1-10	January 30, 1998.

Total pages: 10.

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 Rohr, Inc., 850 Lagoon Dr., Chula Vista, CA 91910-2098; telephone (619-691-3102), fax (619-498-7215). 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 August 7, 1998.

Issued in Burlington, Massachusetts, on July 15, 1998.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 98-19485 Filed 7-22-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-ANE-26-AD; Amendment 39-10667; AD 98-15-16]

RIN 2120-AA64

Airworthiness Directives; Bombardier-Rotax GmbH 912 F Series Reciprocating 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 Bombardier-Rotax GmbH

912 F series reciprocating engines. This action requires installation of an improved fuel pump and fuel supply tube. This amendment is prompted by reports of fuel leaks at the outlet port of the fuel pump. The actions specified in this AD are intended to prevent fuel leaks from the fuel pump, which could result in undetected loss of fuel in flight or, an engine fire.

DATES: Effective August 7, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 7, 1998.

Comments for inclusion in the Rules Docket must be received on or before September 21, 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-26-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 Bombardier-Rotax GmbH, Welser Strasse 32, A-4623 Gunskirchen, Austria; telephone 7246-601-232, fax 7246-601-370. 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: 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: The Austro Control GmbH (ACG), which is the airworthiness authority for Austria, recently notified the FAA that an unsafe condition may exist on Bombardier-Rotax GmbH 912 F series reciprocating engines. The ACG advises that they have received reports of fuel leaks at the outlet port of the fuel pump. One service difficulty report indicated that up to approximately one half of the fuel tank contents was lost in flight as a result of a large crack forming at the base of the fuel pump outlet port. This was the second occurrence of fuel leak on that particular engine. The investigation revealed misalignment of the rigid tube connecting the fuel

distribution manifold and fuel pump. This condition, if not corrected, could result in fuel leaks from the fuel pump, which could result in undetected loss of fuel in flight or, an engine fire.

Bombardier-Rotax GmbH has issued Technical Bulletin (TB) No. 912-20 R1, dated February 10, 1998, that specifies procedures for installation of an improved fuel pump and fuel supply tube. The ACG classified this TB as mandatory and issued AD 94/1 in order to assure the airworthiness of these engines in Austria.

This engine model is manufactured in Austria 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 ACG has kept the FAA informed of the situation described above. The FAA has examined the findings of the ACG, 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, the AD requires installation of an improved fuel pump and fuel supply tube. The actions would be required to be accomplished in accordance with the TB 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