

(f) 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, Rotorcraft Standards Staff, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Standards Staff.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Standards Staff.

(g) Special flight permits will not be issued.

(h) The inspection shall be done in accordance with paragraphs CC.1 through CC.4 of the Operational Procedures in Eurocopter France Service Telex No. 00055/0034/98, dated February 3, 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 American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on September 15, 1998, to all persons except those persons to whom it was made immediately effective by Priority Letter AD 98-10-09, issued May 6, 1998, which contained the requirements of this amendment.

**Note 4:** The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD 98-088-055(A) and 98-089-038(A), both dated February 25, 1998; and Direction Generale De L'Aviation Civile (France) AD 98-170-056(A)R1 and 98-171-039(A)R1, both dated May 6, 1998.

Issued in Fort Worth, Texas, on August 21, 1998.

**Larry M. Kelly,**

*Acting Manager, Rotorcraft Directorate,  
Aircraft Certification Service.*

[FR Doc. 98-23095 Filed 8-28-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-ANE-18-AD; Amendment 39-10726; AD 98-18-10]

RIN 2120-AA64

#### Airworthiness Directives; General Electric Company CF6-6 Series Turbofan Engines

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to General Electric Company (GE) CF6-6 series turbofan engines, that requires removal from service of affected low pressure turbine (LPT) stage 4 disks prior to reaching new, reduced cyclic life limits, and replacement with serviceable parts. This amendment is prompted by reports of LPT stage 4 disk cracking in the blade dovetail slot bottom area. The actions specified by this AD are intended to prevent LPT stage 4 disk cracking, which could result in an uncontained engine failure and damage to the aircraft.

**DATES:** Effective September 30, 1998.

#### FOR FURTHER INFORMATION CONTACT:

Karen Curtis, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7192, 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 General Electric Company (GE) CF6-6 series turbofan engines was published in the **Federal Register** on May 15, 1998 (63 FR 27001). That action proposed to require removal from service of affected low pressure turbine (LPT) stage 4 disks prior to reaching new, reduced cyclic life limits, and replacement with serviceable parts.

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

One commenter states that they have already incorporated the GE service bulletin and gives a cost estimate compatible with the FAA's estimate.

One commenter states that it does not operate any affected engines.

One commenter states that the AD should establish a "cycles since" date that is at least 7 days after the effective date of the AD in order to give operators time to prepare their time tracking systems. The commenter requests this change on the basis that without prior knowledge of the effective date of the AD, it would be necessary to manually backtrack records to determine disks times for a date already passed. The FAA disagrees. For non-emergency ADs such as this, the effective date of the AD must be at least 30 days after the publication date to allow affected operators time to prepare. That 30-day period should provide ample time for operators to make whatever adjustments are necessary in tracking systems that

should already keep track of the life limited parts that operator uses in service.

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

There are approximately 257 engines of the affected design in the worldwide fleet. The FAA estimates that 242 engines installed on aircraft of U.S. registry will be affected by this AD, and that required parts, on a prorated basis, will cost approximately \$22,432 per engine. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$5,428,544.

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, 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:

**98-18-10 General Electric Company:**

Amendment 39-10726. Docket 98-ANE-18-AD.

**Applicability:** General Electric Company (GE) CF6-6 series turbofan engines, installed on but not limited to McDonnell Douglas DC-10-10 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 low pressure turbine (LPT) stage 4 disk cracking, which could result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) Remove from service LPT stage 4 disks, part numbers (P/Ns) 9010M40P01, 9010M40P02, 9010M40P07, 9010M40P09, and 9010M40P12, and replace with serviceable parts, in accordance with the following schedule:

(1) For disks with 12,300 or more cycles since new (CSN) but less than 24,000 CSN on the effective date of this AD, remove from service affected disks at the earliest of the following:

- (i) The next piece-part exposure after the effective date of this AD; or
- (ii) The next engine shop visit after accumulating 16,500 CSN; or
- (iii) Within 4,200 cycles in service (CIS) after the effective date of this AD; or
- (iv) Prior to exceeding 24,000 CSN.

(2) For disks with 5,000 or more CSN, but less than 12,300 CSN, on the effective date of this AD, remove from service affected disks at the earlier of the following:

- (i) Prior to exceeding 16,500 CSN; or
- (ii) Within 7,300 CIS after the effective date of this AD.

(3) For disks with less than 5,000 CSN on the effective date of this AD, remove from service affected disks prior to exceeding 12,300 CSN.

(b) This AD establishes a new cyclic retirement life limit for LPT stage 4 disks of 12,300 CSN. Thereafter, except as provided in paragraph (d) of this AD, no alternative cyclic retirement life limits may be approved for LPT stage 4 disks.

(c) For the purpose of this AD, the following definitions apply:

(1) An engine shop visit is defined as separation of a major, static flange.

(2) Piece-part exposure is when the affected part is completely disassembled in accordance with the disassembly instructions in the engine manual or section of the Instructions for Continued Airworthiness.

(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) This amendment becomes effective on September 30, 1998.

Issued in Burlington, Massachusetts, on August 25, 1998.

**Jay J. Pardee,**

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

[FR Doc. 98-23362 Filed 8-28-98; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

**[Airspace Docket No. 98-AWP-19]**

**Revocation of Class D Airspace; Tustin MCAS, CA**

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

**ACTION:** Direct final rule; request for comments.

**SUMMARY:** This action will revoke the Class D airspace at Tustin Marine Corps Air Station (MCAS), CA. In order to meet federal mandates with regard to Base Realignment and Closure (BRAC), the U.S. Marine Corps will cease air operations at Tustin MCAS on November 30, 1998, thereby eliminating the criteria for Class D airspace.

**EFFECTIVE DATES:** 0901 UTC December 3, 1998. *Comment date:* Comments for inclusion in the Rules Docket must be received on or before September 30, 1998.

**ADDRESSES:** Send comments on the direct final rule in triplicate to: Federal Aviation Administration, Attn: Manager, Airspace Branch, AWP-520, Docket No. 98-AWP-19, Air Traffic Division, P.O. Box 92007, Worldway

Postal Center, Los Angeles, California 90009.

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.

**FOR FURTHER INFORMATION CONTACT:**

Debra Trindle, Air Traffic Division, Airspace Specialist, AWP-520.10, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6613.

**SUPPLEMENTARY INFORMATION:** The intended effect of this action is to remove the Class D airspace area associated with Tustin MCAS. Class D airspace areas are published in Paragraph 5000 of FAA Order 7400.9D dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The Class D airspace designation listed in this document would be subsequently removed from this Order.

**The Direct Final Rule Procedure**

The FAA anticipates that this regulation will not result in adverse or negative comment and therefore is issuing it as a direct final rule. This action removes previously designated controlled airspace associated with Tustin MCAS. The intended effect of this action is to remove controlled airspace where no longer required. Unless a written adverse or negative comment or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the **Federal Register**, and a notice of proposed rulemaking may be published with a new comment period.

**Comments Invited**

Although this action is in the form of a final rule and was not preceded by a