

number 6078T55P02, P03, P04, P05, P06, P07, P08, P09, or P10 installed, within 800 hours time in service (TIS), or 120 days after the effective date of this AD, whichever occurs first, install an MFC with a flange vent groove reworked in accordance with the Accomplishment Instructions of GE CF34 Alert Service Bulletin (ASB) No. A73-18, Revision 1, dated September 24, 1997, or CF34 ASB No. A73-32, Revision 1, dated September 24, 1997, as applicable.

(b) Install a reworked MFC with improved overspeed protection as follows:

(1) For all CF34-1A, -3A, and -3A2, series engines, install MFC part number 6047T74P11, 6047T74P12, or 6091T07P02, at the next hot section inspection, or 60 months after the effective date of this AD, whichever occurs first, in accordance with the Accomplishment Instructions of GE CF34 ASB No. A73-33, dated November 21, 1997.

(2) For CF34-3A1, and -3B series engines, installed on Canadair aircraft models CL601 or CL604 (Challenger aircraft), install MFC part number 6078T55P12, 6078T55P13, 6078T55P14, 6078T55P15, or 6078T55P16, at the next hot section inspection, or 60 months after the effective date of this AD, whichever occurs first, in accordance with the Accomplishment Instructions of GE CF34 ASB No. A73-33, dated November 21, 1997.

(3) For CF34-3A1 and -3B1 series engines, installed on Canadair aircraft model CL601R (Regional Jet aircraft), install MFC part number 6078T55P12, 6078T55P13, 6078T55P14, 6078T55P15, or 6078T55P16, within 4,000 hours TIS after the effective date of this AD, or 24 months after the effective date of this AD, whichever occurs first, in accordance with the Accomplishment Instructions of GE CF34 ASB No. A73-19, Revision 1, dated February 20, 1998.

(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 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.

(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 September 11, 1998.

David A. Downey,

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

[FR Doc. 98-25009 Filed 9-17-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-ANE-56-AD]

RIN 2120-AA64

Airworthiness Directives; CFM International CFM56-5 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 CFM International CFM56-5 series turbofan engines. This proposal would reduce the low cycle fatigue (LCF) retirement lives for certain high pressure turbine rotor (HPTR) front air seals, and provide a drawdown schedule for those affected parts with reduced LCF retirement lives. This proposal is prompted by results of a refined life analysis performed by the manufacturer that revealed minimum calculated LCF lives significantly lower than the published LCF retirement lives. The actions specified by the proposed AD are intended to prevent a LCF failure of the HPTR front air seal, which could result in an uncontained engine failure and damage to the aircraft.

DATES: Comments must be received by October 19, 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-56-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 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 FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA.

FOR FURTHER INFORMATION CONTACT: Robert Ganley, Aerospace Engineer, Engine Certification Office, FAA, Engine

and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7138; 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 98-ANE-56-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. 98-ANE-56-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

During a routine engine shop visit, a crack was detected in a CFM International CFM56-5 high pressure turbine rotor (HPTR) front air seal. Investigation revealed that the crack initiated from a nick in the scallop fillet. Review of the manufacturing records revealed documented surface nicks in the scallop area of the cracked seal, as well as three other seals. As a precaution, these three additional seals were removed from service. As part of this investigation, CFM International also performed a study using updated lifing analyses that revealed that certain

HPTR front air seals have minimum calculated low cycle fatigue (LCF) lives that are significantly lower than published LCF retirement lives. This condition, if not corrected, could result in a LCF failure of the HPTR front air seal, which could result in an uncontained engine failure and damage to the aircraft.

The FAA has reviewed and approved the technical contents of CFM International CFM56-5 Service Bulletin (SB) No. 72-541, dated July 27, 1998, that describes the drawdown schedule for those affected parts with reduced LCF retirement lives.

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 the LCF retirement lives for certain HPTR front air seals, and provide a drawdown schedule for those affected parts with reduced LCF retirement lives. The actions would be required to be accomplished in accordance with the SB described previously.

There are approximately 863 engines of the affected design in the worldwide fleet. The FAA estimates that 131 engines installed on aircraft of U.S. registry would be affected by this proposed AD, and that it would not take any additional work hours per engine to accomplish the proposed actions. Assuming that the parts cost is proportional to the reduction of the LCF retirement lives, the required parts would cost approximately \$14,000 per engine. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$1,834,000.

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:

CFM International: Docket No. 98-ANE-56-AD.

Applicability: CFM International CFM56-5 series turbofan engines installed on, but not limited to, Airbus A319 and A320 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 (g) 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 a low cycle fatigue failure of the high pressure turbine rotor (HPTR) front air seal, which could result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) Remove from service CFM International CFM56-5-A1 and -5-A1/F HPTR front air seals, Part Number (P/N) 1319M11P06, 1319M11P07, 1319M11P08, and 1319M11P09, and CFM56-5-A1 HPTR front air seals, P/N 1319M11P05, and replace with a serviceable part, in accordance with CFM56-5 Service Bulletin (SB) No. 72-541, dated July 27, 1998, as follows:

(1) For seals that have accumulated less than 4,000 cycles since new (CSN) on the effective date of this AD, remove the seal from service prior to accumulating 11,000 CSN.

(2) For seals that have accumulated 4,000 CSN or more, but less than 11,000 CSN on the effective date of this AD, accomplish the following:

(i) For engines that have an engine shop visit (ESV) prior to the seal accumulating 11,000 CSN, remove the seal from service prior to the seal accumulating 11,000 CSN.

(ii) For engines that do not have an ESV prior to the seal accumulating 11,000 CSN, remove the seal from service prior to the seal accumulating 7,000 cycles in service (CIS) after the effective date of this AD, or prior to the seal accumulating 15,300 CSN, whichever occurs first.

(3) For seals that have accumulated 11,000 CSN or more on the effective date of this AD, remove the seal from service at the next ESV, or prior to the seal accumulating 15,300 CSN, whichever occurs first.

(b) Remove from service CFM International CFM56-5A3 HPTR front air seals, P/N 1319M11P06, 1319M11P07, 1319M11P08, and 1319M11P09, and replace with a serviceable part, in accordance with CFM56-5 SB No. 72-541, dated July 27, 1998, as follows:

(1) For seals that have accumulated less than 3,000 CSN on the effective date of this AD, remove the seal from service prior to accumulating 7,700 CSN.

(2) For seals that have accumulated 3,000 CSN or more, but less than 7,700 CSN on the effective date of this AD, accomplish the following:

(i) For engines that have an ESV prior to the seal accumulating 7,700 CSN, remove the seal from service prior to the seal accumulating 7,700 CSN.

(ii) For engines that do not have an ESV prior to the seal accumulating 7,700 CSN after the effective date of the AD, remove the seal from service prior to the seal accumulating 4,700 CIS after the effective date of this AD, or prior to the seal accumulating 13,000 CSN, whichever occurs first.

(3) For seals that have accumulated 7,700 CSN or more on the effective date of this AD, remove the seal from service at the next ESV, or prior to the seal accumulating 13,000 CSN, whichever occurs first.

(c) For CFM56-5A4, -5A4/F, -5A5, and -5A5/F HPTR front air seals, P/N 1319M11P05, 1319M11P06, 1319M11P07, 1319M11P08, and 1319M11P09, that have previously operated in CFM56-5-A1, -5-A1/F, or -5A3 engine models, recalculate the HPTR front air seal total cycles remaining using 11,000 cycles for the CFM56-5-A1 and CFM56-5-A1/F engine models, and 7,700 cycles for the CFM56-5A3 engine model, in accordance with CFM56-5 SB No. 72-541, dated July 27, 1998, within 750 CIS after the effective date of this AD.

Note 2: The current HPTR front air seal life for the CFM56-5A4, -5A4/F, -5A5, and -5A5/F engine models is 9,100 cycles, and is not affected by this AD.

Note 3: For additional information on recalculating the HPTR front air seal total cycles remaining see Chapter 05, Section 05-11-00, of the CFM56-5 series Engine Shop Manual, CFMI-TP.SM.7.

(d) This AD establishes new LCF retirement lives of 11,000 cycles for CFM56-

5-A1 and -5-A1/F HPTR front air seals, and 7,700 cycles for CFM56-5A3 HPTR front air seals, which is published in Chapter 05, Section 05-11-03, of the CFM56-5 series Engine Shop Manual, CFMI-TP.SM.7. The following conditions also apply:

(1) Except as provided in paragraph (g) of this AD, no alternative retirement lives may be approved for the CFM56-5-A1, -5-A1/F, and -5A3 HPTR front air seals.

(2) After the effective date of this AD, no CFM56-5-A1 and -5-A1/F HPTR front air seals may be installed or reinstalled on an engine if the seals have accumulated more than 11,000 CSN.

(3) After the effective date of this AD, no CFM56-5A3 HPTR front air seals may be installed or reinstalled on an engine if the seals have accumulated more than 7,700 CSN.

(e) For the purpose of this AD, an "engine shop visit" is defined as the induction of an engine into the shop for maintenance involving the separation of any major mating engine flanges, or the removal of a disk or spool, except that the separation of engine flanges solely for the purposes of transportation without subsequent engine maintenance does not constitute an engine shop visit.

(f) For the purpose of this AD, a "serviceable part" is defined as one that has not exceeded its respective new life limit as set out in 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, 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 4: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(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 aircraft to a location where the requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on September 11, 1998.

David A. Downey,

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

[FR Doc. 98-25008 Filed 9-17-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-CE-65-AD]

RIN 2120-AA64

Airworthiness Directives; SOCATA-Groupe AEROSPATIALE Model TBM 700 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to certain SOCATA-Groupe AEROSPATIALE (SOCATA) Model TBM 700 airplanes. The proposed AD would require repetitively inspecting (using visual methods) the web of the left and right flap carriage for cracks, and replacing any cracked flap carriage with one of improved design. The proposed AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for France. The actions specified by the proposed AD are intended to detect and correct cracks in a flap carriage, which could result in loss of the flap function with consequent reduced and/or loss of airplane control.

DATES: Comments must be received on or before October 16, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 95-CE-65-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from SOCATA Groupe Aerospatiale, Customer Support, Aerodrome Tarbes-Ossun-Lourdes, BP 930-F65009 Tarbes Cedex, France; telephone: (33) 5.62.41.76.52; facsimile: (33) 5.62.41.76.54; or the Product Support Manager, SOCATA-Groupe AEROSPATIALE, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023; telephone: (954) 893-1400; facsimile: (954) 964-4141. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut Street, suite 900, Kansas City,

Missouri 64106; telephone: (816) 426-6934; facsimile: (816) 426-2169.

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 that summarizes 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 No. 95-CE-65-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, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 95-CE-65-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, notified the FAA that an unsafe condition may exist on certain SOCATA TBM 700 airplanes. The DGAC reports several occurrences of cracks in the web of the left and right flap carriages on the above-referenced airplanes.

Cracks in the flap carriages, if not detected and corrected, could result in loss of the flap function with consequent reduced and/or loss of airplane control.