

(f) As of the effective date of this AD, no person shall install on any airplane, an MLG piston rod assembly, unless it has been modified in accordance with Dowty Aerospace Landing Gear Service Bulletin 32-77W, Revision 4, dated February 3, 1993 (for Model F27 Mark 100, 200, 300, 400, 500, 600, and 700 series airplanes), or Dowty Aerospace Landing Gear Service Bulletin F50-32-27, Revision 4, dated December 18, 1992 (for Model F27 Mark 050 series airplanes), as applicable.

(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,

International Branch, ANM-116, 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, International Branch, ANM-116.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(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 Fokker Service Bulletin F27-32-165, Revision 1, dated April 28, 1993; Dowty Aerospace Landing Gear Service Bulletin 32-81W, Revision 2, dated February 3, 1993; Dowty Aerospace Landing Gear Service Bulletin 32-77W, Revision 4, dated February 3, 1993; Messier-Dowty Service Bulletin F50-32-48, Revision 4, dated June 21, 1995; and Dowty Aerospace Landing Gear Service Bulletin F50-32-27, Revision 4, dated December 18, 1992, which contains the specified list of effective pages:

Page number shown on page	Revision level shown on page	Date shown on page
1, 5, 6	4	December 18, 1992.
2-4, 7-9	3	September 29, 1992.

(1) The incorporation by reference of Dowty Aerospace Landing Gear Service Bulletin F50-32-27, Revision 4, dated December 18, 1992; and Messier-Dowty Service Bulletin F50-32-48, Revision 4, dated June 21, 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 Fokker Service Bulletin F27-32-165, Revision 1, dated April 28, 1993; Dowty Aerospace Landing Gear Service Bulletin 32-81W, Revision 2, dated February 3, 1993; and Dowty Aerospace Landing Gear Service Bulletin 32-77W, Revision 4, dated February 3, 1993; was approved previously by the Director of the Federal Register as of December 16, 1993 (58 FR 60370, November 16, 1993).

(3) Copies may be obtained from Fokker Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, The Netherlands. 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.

Note 3: The subject of this AD is addressed in Dutch airworthiness directive 1996-159/2 (A), dated July 31, 1997.

(j) This amendment becomes effective on November 10, 1998.

Issued in Renton, Washington, on September 28, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 98-26395 Filed 10-5-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-ANE-63-AD; Amendment 39-10809; AD 98-21-01]

RIN 2120-AA64

Airworthiness Directives; International Aero Engines AG (IAE) V2500-A1 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 International Aero Engines AG (IAE) V2500-A1 series turbofan engines. This action requires a one-time ultrasonic inspection of fan blade roots for cracks, and, if necessary, replacement of cracked fan blades with serviceable parts. This amendment is prompted by a report of dovetail root cracks visually detected on three fan blades from one engine during a routine inspection. The actions specified in this AD are intended to prevent fan blade root cracks, which could result in fan blade root failures, an uncontained engine failure, and damage to the aircraft.

DATES: Effective October 21, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 21, 1998.

Comments for inclusion in the Rules Docket must be received on or before December 7, 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-63-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 Commercial Aero Engine Limited, P.O. Box 31, Derby, England, DE2488J, Attention: Publication Services ICL-TP. 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: Diane Cook, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7133, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) has received reports of dovetail root cracks visually detected on three fan blades from one engine during a routine turnaround inspection of an Airbus A320 aircraft powered with International Aero Engines AG (IAE) V2500-A1 turbofan engines. These cracks were located just inboard of the fan blade root/disc abutment area and extend to the front face of the blade root. Ultrasonic inspection of the other fan blades in this engine revealed blade root

cracks in every fan blade initiating in high cycle fatigue from multi origins. Ultrasonic inspection of the fan disc from this engine also revealed small cracks in eleven disc posts. The FAA has determined that these fan blade root and fan disc post cracks were caused by an undetermined event that induced extremely high stresses into the blade roots and disc posts. A review of this engine history has not isolated any event other than a fan case acoustic panel loss six months prior to this routine inspection. However, other in-service V2500-A1 and -A5 engines that experienced a fan case acoustic panel loss have completed the ultrasonic inspections without finding a fan blade root crack. As the investigation continues, IAE has recommended that the V2500-A1 engine fleet ultrasonic inspect the fan blades. Approximately 95% of the V2500-A1 engine fleet have completed this fan blade ultrasonic inspection without finding fan blade root cracks. This condition, if not corrected, could result in fan blade root cracks, which could result in fan blade root failure, an uncontained engine failure, and damage to the aircraft.

The FAA has reviewed and approved the technical contents of IAE Service Bulletin (SB) No. V2500-ENG-72-0316, Revision 2, dated August 28, 1998, that describes procedures for ultrasonic inspection of fan blade roots for cracks.

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 fan blade root cracks. This AD requires a one-time ultrasonic inspection of fan blade roots for cracks, and, if necessary, replacement of cracked fan blades with serviceable parts. The actions are required to be accomplished in accordance with the SB 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-63-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:

98-21-01 International Aero Engines AG:
Amendment 39-10809. Docket 98-ANE-63-AD.

Applicability: International Aero Engines AG (IAE) V2500-A1 series turbofan engines, installed on but not limited to Airbus 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 (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 fan blade root cracks, which could result in fan blade root failure, an uncontained engine failure, and damage to the aircraft, for those engines that have not previously been inspected in accordance with IAE Service Bulletin (SB) No. V2500-ENG-72-0316, dated May 15, 1998; or No. V2500-ENG-72-0316, Revision 1, dated June 5, 1998; or No. V2500-ENG-72-0316, Revision 2, dated August 28, 1998, accomplish the following:

(a) Within 150 hours time in service (TIS) after the effective date of this AD, perform a one-time ultrasonic inspection of fan blade roots for cracks, and, if necessary, replace cracked fan blades with serviceable parts, in accordance with IAE Service Bulletin (SB) No. V2500-ENG-72-0316, Revision 2, dated August 28, 1998.

(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 inspection requirements of this AD can be accomplished.
(d) The actions required by this AD shall be done in accordance with the following IAE SB:

Document No.	Pages	Revision	Date
V2500-ENG-72-0316 Total pages: 7.	1-7	2	August 28, 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 Rolls-Royce Commercial Aero Engine Limited, P.O. Box 31, Derby, England, DE2488J, Attention: Publication Services ICL-TP. 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 October 21, 1998.

Issued in Burlington, Massachusetts, on September 28, 1998.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 98-26529 Filed 10-5-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-ANE-58-AD; Amendment 39-10817; AD 98-17-10]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney Canada PW530A Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule, request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 98-17-10 that was sent previously to all known U.S. owners and operators of Pratt & Whitney Canada (PWC) PW530A series turbofan engines by individual letters. This AD requires recording engine surge events in the aircraft maintenance records. If an engine surge event is experienced, this AD requires, prior to the next flight, inspecting that engine for evidence of second stage stator vanes rubbing on the compressor rotor. In addition, this AD requires

reworking all affected engines to increase the clearance between the second stage stator vanes and the compressor rotor. This amendment is prompted by reports of 4 inflight engine shutdowns and 2 additional unscheduled engine removals for significant compressor rotor damage. The actions specified by this AD are intended to prevent an inflight engine shutdown due to rubbing of the second stage stator vanes on the compressor rotor.

DATES: Effective October 21, 1998, to all persons except those persons to whom it was made immediately effective by priority letter AD 98-17-10, issued on August 7, 1998, which contained the requirements of this amendment.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 21, 1998.

Comments for inclusion in the Rules Docket must be received on or before December 7, 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-58-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 applicable service information may be obtained from Pratt & Whitney Canada, Inc., 1000 Marie-Victorin, Longueuil, Quebec, Canada J4G 1A1; Attn: Supervisor, Publications Customer Service (01CA4); telephone (514) 647-2705, fax (514) 647-2702. 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: Richard Woldan, Aerospace Engineer,

Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7136, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: Transport Canada, which is the airworthiness authority for Canada, recently notified the Federal Aviation Administration (FAA) that an unsafe condition may exist on certain Pratt & Whitney Canada (PWC) PW530A series turbofan engines. Transport Canada advises that they have received reports of 4 inflight engine shutdowns and 2 additional unscheduled engine removals for significant compressor rotor damage. The investigation revealed that compressor rotor damage and a high rate of inflight engine shutdowns result from rubbing of the second stage stator vanes on the compressor rotor. The original type design second stage stator clearance was insufficient to prevent rubbing of the stator vanes on the compressor rotor during all phases of engine operation. This condition, if not corrected, can result in an inflight engine shutdown due to rubbing of the second stage stator vanes on the compressor rotor.

PWC has issued Service Bulletin (SB) No. PW500-72-30063, Revision 2, dated July 10, 1998, that specifies inspection procedures for rubbing of the second stage stator vanes on the compressor rotor, and SB No. PW500-72-30044, Revision 2, dated July 10, 1998, that specifies procedures for reworking the engine to increase the clearance between the second stage stator vanes and the compressor rotor. Transport Canada classified these SBs as mandatory and issued airworthiness directive (AD) CF-98-18, dated July 16, 1998, in order to assure the airworthiness of these engines in Canada.

This engine model is manufactured in Canada 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