

reinforcement panels of the wing roots and a visual inspection to detect fatigue damage of the panel fasteners, in accordance with the Accomplishment Instructions of Aerospatiale Corvette Service Bulletin 57-24, Revision 1, dated May 30, 1994.

(1) If no panel debonding or fastener damage is found, repeat the sonic resonance inspection and the visual inspection thereafter at intervals not to exceed 1,000 flight cycles.

(2) If any panel debonding or fastener damage is found, prior to further flight, repair in accordance with a method approved by either the Manager, International Branch, ANM-116, or the Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France (or its delegated agent).

(b) For airplanes that have not been modified in accordance with Aerospatiale Corvette Service Bulletin 57-25, dated November 21, 1990: Prior to the accumulation of 8,200 total flight cycles, or within 100 flight cycles after the effective date of this AD, whichever occurs later, perform a sonic resonance inspection to detect debonding of the upper and lower reinforcement panels of the wing roots, and a visual inspection to detect fatigue damage of the panel fasteners, in accordance with the Accomplishment Instructions of Aerospatiale Corvette Service Bulletin 57-24, Revision 1, dated May 30, 1994.

(1) For any reinforcement panel on which no debonding or fastener damage is found, repeat the sonic resonance inspection and the visual inspection thereafter at intervals not to exceed 2,500 flight cycles or three years, whichever occurs first.

(2) For any reinforcement panel on which debonding is detected, and the total debonded area is less than or equal to 45% of the total area, and no contiguous debonded area on the panel is greater than 5% of the total area of the panel, repeat the sonic resonance inspection and the visual inspection thereafter at the interval specified in paragraph (b)(2)(i), (b)(2)(ii), or (b)(2)(iii), as applicable, of this AD.

(i) If the total debonded area on the panel is less than or equal to 10% of the total area, repeat the inspections of that panel thereafter at intervals not to exceed 2,500 flight cycles or 3 years, whichever occurs first.

(ii) If the total debonded area on the panel is greater than 10% and less than or equal to 30% of the total area, repeat the inspections of that panel thereafter at intervals not to exceed 2,000 flight cycles or 3 years, whichever occurs first.

(iii) If the total debonded area of the panel is greater than 30% and less than or equal to 45% of the total area, repeat the inspections of that panel thereafter at intervals not to exceed 1,000 flight cycles or 2 years, whichever occurs first.

(3) For any reinforcement panel on which debonding is detected, and the total debonded area of the panel is greater than 45% of the total area, or if any single debonded area on any single panel is greater than 5% of the total area of that panel, or if any panel fastener damage is detected, accomplish the actions specified in paragraphs (b)(3)(i) and (b)(3)(ii) of this AD.

(i) Prior to further flight, inspect the skin to determine the level of corrosion relative to the skin thickness in accordance with a method approved by either the Manager, International Branch, ANM-116, or the DGAC (or its delegated agent).

(A) If the depth of corrosion of the skin is less than or equal to 10% of the skin thickness, remove and replace the panel and treat the skin for corrosion, in accordance with the Accomplishment Instructions of Aerospatiale Corvette Service Bulletin 57-25, dated November 21, 1990.

(B) If the depth of corrosion of the skin exceeds 10% of the skin thickness, repair in accordance with a method approved by the Manager, International Branch, ANM-116, or in accordance with a method approved by the DGAC (or its delegated agent).

(ii) For airplanes on which the actions of paragraph (b)(3)(i)(A) of this AD have been accomplished: Within 8,300 flight cycles after accomplishment of paragraph (b)(3)(i)(A) of this AD, perform a sonic resonance inspection to detect debonding of the panel and a visual inspection to detect fatigue damage of the panel fasteners, in accordance with the Accomplishment Instructions of Aerospatiale Corvette Service Bulletin 57-24, Revision 1, dated May 30, 1994.

(A) If no debonding or fastener damage is found, repeat the inspection thereafter at intervals not to exceed 1,000 flight cycles.

(B) If any debonding or fastener damage is detected, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116, or in accordance with a method approved by the DGAC (or its delegated agent).

(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, International Branch, ANM-116. 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.

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

(e) Except as provided by paragraphs (a)(2), (b)(3)(i), (b)(3)(ii)(B), and (b)(3)(iii)(B) of this AD, the actions shall be done in accordance with Aerospatiale Corvette Service Bulletin 57-25, dated November 21, 1990, and Aerospatiale Corvette Service Bulletin 57-24, Revision 1, dated May 30, 1994. 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 Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France. 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 French airworthiness directive 91-045-010(B)R1, dated August 3, 1994.

(f) This amendment becomes effective on December 2, 1998.

Issued in Renton, Washington, on October 19, 1998.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 98-28536 Filed 10-27-98; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-ANE-52-AD; Amendment 39-10853; AD 98-22-06]

RIN 2120-AA64

#### Airworthiness Directives; General Electric Company CF6-6, -45, -50, -80A, and -80C2 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 CF6-6, -45, -50, -80A, and -80C2 series turbofan engines. This action requires, prior to further flight, an ultrasonic immersion inspection for cracks in stage 1 fan disks, and, if necessary, replacement with serviceable parts. This amendment is prompted by reports of cracked fan disks found during routine shop inspections on fan disks manufactured between late 1984/early 1985. The actions specified in this AD are intended to prevent fan disk failure due to cracks, which could result in an uncontained engine failure and damage to the aircraft.

**DATES:** Effective November 23, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 23, 1998.

Comments for inclusion in the Rules Docket must be received on or before December 28, 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-52-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 General Electric Company via Lockheed Martin Technology Services, 10525 Chester Road, Suite C, Cincinnati, OH 45215; telephone (513) 672-8400, fax (513) 672-8422. 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:**

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:** The Federal Aviation Administration (FAA) has received reports of three stage 1 fan disks installed on General Electric Company (GE) CF6 series turbofan engines found cracked during routine shop inspections. The investigation revealed that these fan disks contained titanium impurities including hard alpha or other high density inclusions that can be introduced during the manufacturing process. Fatigue cracks can originate in the area of inclusions and propagate in service to disk failure. These fan disks were manufactured from "older material," defined as triple melt titanium alloys made prior to late 1984/early 1985, when significant titanium melting, forging, and inspection process improvements were introduced. Approximately 90 fan disks manufactured from the older material remain unaccounted for at this time and may be introduced into service or be in service. Previous recommendations for immersion ultrasonic inspection by the manufacturer to the operators (via service bulletins, wires, etc.) have failed to identify the location or status of these disks. This condition, if not corrected, could result in fan disk failure due to cracks, which could result in an uncontained engine failure and damage to the aircraft.

The FAA has reviewed and approved the technical contents of the following GE Alert Service Bulletins (ASBs), that describe procedures for ultrasonic immersion inspection for cracks: CF6-6 ASB 72-A996, Revision 4, dated June 9, 1998, CF6-50 ASB 72-A988, Revision 6, dated August 25, 1998, CF6-80A ASB

72-A565, Revision 5, dated June 9, 1998, and CF6-80C2 ASB 72-A478, Revision 4, dated June 9, 1998.

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 disk failure. This AD requires, prior to further flight, an ultrasonic immersion inspection for cracks in stage 1 fan disks, and, if necessary, replacement with serviceable parts. The actions are required to be accomplished in accordance with the ASBs 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-52-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:

**98-22-06 General Electric Company:**

Amendment 39-10853. Docket 98-ANE-52-AD.

**Applicability:** General Electric Company (GE) CF6-6, -45, -50, -80A, and -80C2 series turbofan engines, with stage 1 fan disks installed, identified by serial numbers (S/Ns) in the following GE Alert Service Bulletins (ASBs): CF6-6 ASB 72-A996, Revision 4, dated June 9, 1998; CF6-50 ASB 72-A988, Revision 6, dated August 25, 1998; CF6-80A ASB 72-A565, Revision 5, dated June 9, 1998; and CF6-80C2 ASB 72-A478, Revision 4, dated June 9, 1998. These engines are

installed on but not limited to Boeing 747 and 767, Airbus A300 and A310, McDonnell Douglas DC-10 and McDonnell Douglas MD-11 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 disk failure due to cracks, which could result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) Prior to further flight, perform an ultrasonic immersion inspection for cracks of affected stage 1 fan disks, and, if necessary, replace with serviceable parts, as follows:

(1) For GE CF6-6 series engines, in accordance with GE CF6-6 ASB 72-A996, Revision 4, dated June 9, 1998.

(2) For GE CF6-45 and -50 series engines, in accordance with GE CF6-50 ASB 72-A988, Revision 6, dated August 25, 1998.

(3) For GE CF6-80A series engines, in accordance with CF6-80A ASB 72-A565, Revision 5, dated June 9, 1998.

(4) For GE CF6-80C2 series engines, in accordance with CF6-80C2 ASB 72-A478, Revision 4, dated June 9, 1998.

(5) Remove from service cracked fan disks 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 GE ASBs:

Document No.	Pages	Revision	Date
CF6-6 ASB 72-A996 .....	1-13	4	June 9, 1998.
Total pages: 13			
CF6-50 ASB 72-A988 .....	1-13	6	August 25, 1998.
Total pages: 13			
CF6-80A ASB 72-A565 .....	1-13	5	June 9, 1998.
Total pages: 13			
CF6-80C2 ASB 72-A478 .....	1-13	4	June 9, 1998.
Total pages: 13.			

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 Company via Lockheed Martin Technology Services, 10525 Chester Road, Suite C, Cincinnati, OH 45215; telephone (513) 672-8400, 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.

(e) This amendment becomes effective on November 23, 1998.

Issued in Burlington, Massachusetts, on October 19, 1998.

**Jay J. Pardee,**

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

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-ACE-44]

#### Remove Class D Airspace; Fort Leavenworth, KS

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

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

**SUMMARY:** This action will remove the Class D airspace area at Fort Leavenworth, KS. The Control Tower at Fort Leavenworth, Sherman Army Airfield, KS, has been closed and will not be operational in the foreseeable future. The intended effect of this rule removes the Class D surface area.

**DATES:** This direct final rule is effective on 0901 UTC, January 28, 1999.

Comments for inclusion in the Rules Docket must be received on or before November 17, 1998.

**ADDRESSES:** Send comments regarding the rule in triplicate to: Manager, Airspace Branch, Air Traffic Division, ACE-520, Federal Aviation Administration, Docket Number 98-ACE-44, 601 East 12th Street, Kansas City, MO 64106.

The official docket may be examined in the Office of the Regional Counsel for the Central Region at the same address between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

An informal docket may also be examined during normal business hours in the Air Traffic Division at the same address listed below.

#### FOR FURTHER INFORMATION CONTACT:

Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, MO 64106; telephone: (816) 426-3408.

**SUPPLEMENTARY INFORMATION:** The Control Tower at Fort Leavenworth, Sherman Army Air Field, KS, has been closed and will not be operational in the foreseeable future. The Department of the Army has requested the Class D airspace area be removed.

#### 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. Previous actions of this nature have not been controversial and have not resulted in adverse comments or objections. The amendment will enhance safety for all flight operations by designating an area where VFR pilots may anticipate the presence of IFR aircraft at lower altitudes, especially during inclement weather conditions. A greater degree of safety is achieved by depicting the area on aeronautical charts. 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