

## Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

## Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

## Cost Impact

The FAA estimates that 8 airplanes of U.S. registry will be affected by this AD, that it will take approximately 4 work hours per airplane to accomplish the required installation, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the installation required by this AD on U.S. operators is estimated to be \$1,920, or \$240 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

## Regulatory Impact

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, 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:

98-23-16 Dornier Luftfahrt GMBH:  
Amendment 39-10884. Docket 98-NM-88-AD.

**Applicability:** Model 328-100 series airplanes, serial numbers 3064 through 3086 inclusive; certificated in any category.

**Note 1:** This AD applies to each airplane 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 airplanes 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 fatigue cracking of the support arms of the flaps, which could result in reduced structural integrity of the airplane, accomplish the following:

(a) Prior to the accumulation of 10,000 total flight cycles, or within 500 flight cycles after the effective date of this AD, whichever occurs later, install rivets on support arm 2 of the left and right flaps, in accordance with Dornier Service Bulletin SB-328-57-239, dated July 7, 1997.

(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, 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.

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

(d) The installation shall be done in accordance with Dornier Service Bulletin SB-328-57-239, dated July 7, 1997. 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 FAIRCHILD DORNIER, DORNIER Luftfahrt GmbH, P.O. Box 1103, D-82230 Wessling, Germany. 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 German airworthiness directive 97-328, dated November 20, 1997.

(e) This amendment becomes effective on December 18, 1998.

Issued in Renton, Washington, on November 4, 1998.

**Vi L. Lipski,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 98-30169 Filed 11-12-98; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### 14 CFR Part 39

[Docket No. 98-ANE-67-AD; Amendment 39-10871; AD 98-20-18]

RIN 2120-AA64

### Airworthiness Directives; International Aero Engines (IAE) V2500-A1 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) 98-20-18 that was sent previously to all known U.S. owners and operators of International Aero Engines (IAE) V2500-A1 series turbofan engines by individual letters. This AD requires, prior to further flight, removal from service of affected high pressure turbine (HPT) disks, identified by part number and serial number in the applicability paragraph of this AD, and replacement with a serviceable part. This amendment is prompted by a report of an uncontained HPT disk failure. The actions specified by this AD are intended to prevent an HPT disk fracture, an uncontained engine failure, and damage to the aircraft.

**DATES:** Effective November 30, 1998, to all persons except those persons to whom it was made immediately effective by priority letter AD 98-20-18, issued on September 14, 1998, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before January 12, 1999.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 98-ANE-67-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.

**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:** On September 14, 1998, the Federal Aviation Administration (FAA) issued priority letter airworthiness directive (AD) 98-20-18, applicable to International Aero Engines (IAE) V2500-A1 series turbofan engines, which requires, prior to further flight, removal from service of affected high pressure turbine (HPT) disks, identified by part number and serial number in the applicability paragraph of this AD, and replacement with a serviceable part. That action was prompted by a report of an uncontained HPT disk failure on an IAE V2500-A1 series turbofan engine installed on an Airbus A320 series aircraft. Preliminary investigation of the recovered HPT stage 1 disk fracture surface indicates that the fracture initiated from a subsurface location in the disk bore area. The fractured part has been returned to IAE to continue the investigation. A review of manufacturing records has identified 6 additional HPT disks that were produced from the same or related material lot. There exists a possibility that these 6 disks produced from the same material lot could be similarly affected as the failed HPT disk. Therefore, the FAA has determined that these 6 disks must be immediately removed from service prior to further flight. This condition, if not corrected, could result in an HPT disk fracture, an uncontained engine failure, and damage to the aircraft.

Since the unsafe condition described is likely to exist or develop on other engines of the same type design, the FAA issued priority letter AD 98-20-18 to prevent HPT disk fracture. The AD requires, prior to further flight, removal from service of affected HPT disks, identified by part number and serial number in the applicability paragraph of this AD, and replacement with a serviceable part.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual letters issued on September 14, 1998, to all known U.S. owners and operators of IAE V2500-A1 series turbofan engines. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to Section 39.13 of part 39 of the Federal Aviation Regulations (14 CFR part 39) to make it effective to all persons.

#### 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-67-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, 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:

##### 98-20-18 International Aero Engines:

Amendment 39-10871. Docket 98-ANE-67-AD.

**Applicability:** International Aero Engines (IAE) V2500-A1 series turbofan engines, with high pressure turbine (HPT) stage 1 disks, part number (P/N) 2A1801, serial numbers (S/Ns) P100430, P100421, P100621, and P100618; HPT stage 1 disk, P/N 2A1101, S/

N P100346; and HPT stage 2 disk, P/N 2A0902, S/N P100381, installed. These engines are installed on 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 an HPT disk fracture, an uncontained engine failure, and damage to the aircraft, accomplish the following:

(a) Prior to further flight, remove from service and replace with a serviceable part the following affected HPT disks:

HPT disk	P/N	S/N	Engine on which part may be installed
Stage 1 ...	2A1801	P100430	V0122
	2A1801	P100421	V0134
	2A1801	P100621	V0137
	2A1801	P100618	V0149
	2A1101	P100346	Removed
Stage 2 ...	2A0902	P100381	V0127

(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) This amendment becomes effective November 30, 1998, to all persons except those persons to whom it was made immediately effective by priority letter AD 98-20-18, issued September 14, 1998, which contained the requirements of this amendment.

Issued in Burlington, Massachusetts, on November 4, 1998.

**David A. Downey,**

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

[FR Doc. 98-30331 Filed 11-12-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-SW-12-AD; Amendment 39-10886; AD 98-23-18]

RIN 2120-AA64

#### Airworthiness Directives; Bell Helicopter Textron, Inc. Model 214B, 214B-1, and 214ST Helicopters

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to Bell Helicopter Textron, Inc. (Bell) Model 214B, 214B-1, and 214ST helicopters. This action requires a visual inspection of thin-flanged attachment barrel nuts (barrel nuts) manufactured by Kaynar Technologies, Inc. for cracks or lubrication residue, and replacement of the barrel nuts and corresponding attaching bolts, as necessary. These barrel nuts have been installed in main rotor grips, pitch horns, and tailboom assemblies. This amendment is prompted by a report of a cracked barrel nut, which was discovered on a helicopter being prepared for shipment. The actions specified in this AD are intended to detect cracks in a barrel nut, which could lead to failure of a main rotor grip, pitch horn, or tailboom, and subsequent loss of control of the helicopter.

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

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the **Federal Register** as of November 30, 1998.

Comments for inclusion in the Rules Docket must be received on or before January 12, 1999.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 98-SW-12-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

The service information referenced in this AD may be obtained from Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, Texas 76101, telephone (817) 280-3391, fax (817) 280-6466. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137; or at the Office of the Federal

Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Ms. Karen Forest, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Certification Office, 2601 Meacham Blvd., Fort Worth, Texas, 76137, telephone (817) 222-5861, fax (817) 222-5783.

**SUPPLEMENTARY INFORMATION:** This amendment adopts a new airworthiness directive (AD) that is applicable to Bell Helicopter Textron, Inc. (Bell) Model 214B, 214B-1, and 214ST helicopters. This action requires an inspection of barrel nuts manufactured by Kaynar Technologies, Inc. (Kaynar). This amendment is prompted by the discovery of a cracked barrel nut, part number NAS577B-10A, on a helicopter being disassembled for shipment. The crack was in the threaded portion of the barrel nut. A laboratory analysis indicated that the cracking is a result of hydrogen embrittlement introduced during manufacture. These nuts may have been installed in spare main rotor grips, pitch horns, or tailboom assemblies; and may also have been supplied as individual spare parts. The actions specified in this AD are intended to detect cracks in a barrel nut, which could lead to failure of a main rotor grip, pitch horn, or tailboom, and subsequent loss of control of the helicopter.

The FAA has reviewed Bell Helicopter Textron, Inc. Alert Service Bulletin No. 214-97-59 and Bell Helicopter Textron, Inc. Alert Service Bulletin No. 214ST-97-78, both dated July 17, 1997, which describe procedures for determining if any barrel nuts used on the affected model helicopters were manufactured by Kaynar, and if so, visually inspecting those barrel nuts for cracks or lubrication residue using a 10-power or higher magnifying glass. If a crack or lubrication residue is discovered in the threads of either a barrel nut or its attaching bolt, both the barrel nut and the attaching bolt must be replaced with airworthy parts. Barrel nuts whose manufacturer cannot be positively identified must also be replaced.

Since an unsafe condition has been identified that is likely to exist or develop on other Bell Model 214B, 214B-1, and 214ST helicopters of the same type design, this AD is being issued to detect cracking in a barrel nut, which could lead to failure of a main rotor grip, pitch horn, or tailboom, and subsequent loss of control of the helicopter. The actions are required to be accomplished in accordance with the service bulletins described previously.