

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.

The short compliance time involved is required because the previously described critical unsafe condition can adversely affect the structural integrity of the helicopter. Therefore, an inspection of the barrel nuts is required within 40 hours time-in-service, and this AD must be issued immediately.

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.

The FAA estimates that 15 helicopters of U.S. registry will be affected by this proposed AD, that it will take approximately 3.0 work hours per helicopter to accomplish the inspection and replacement of parts, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$600 per helicopter. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$11,700.

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 rule must submit a self-addressed, stamped

postcard on which the following statement is made: "Comments to Docket No. 98-SW-12-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 that it 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 a new airworthiness directive to read as follows:

AD 98-23-18 Bell Helicopter Textron, Inc.:
Amendment 39-10886. Docket No. 98-SW-12-AD.

Applicability: Model 214B, 214B-1, and 214ST helicopters, certificated in any category.

Note 1: This AD applies to each helicopter 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 helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (e) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required within 40 hours time-in-service, unless accomplished previously.

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, accomplish the following:

(a) For each barrel nut, determine if the manufacturer was Kaynar Technologies Inc. (Kaynar) in accordance with paragraph 1.a. of the Accomplishment Instructions of Bell Helicopter Textron, Inc. Alert Service Bulletin (ASB) No. 214-97-59, applicable to Model 214B and B-1 helicopters, or Bell Helicopter Textron, Inc. ASB No. 214ST-97-78, applicable to Model 214ST helicopters, both dated July 17, 1997.

(b) For each Kaynar-manufactured barrel nut, part number (P/N) NAS577B-10A, determine if it is a "thick" flange barrel nut (installed edge distance of 0.115-inch) or a "thin" flange barrel nut (installed edge distance of 0.155-inch) in accordance with paragraph 1.b of the Accomplishment Instructions of the applicable ASB, dated July 17, 1997.

(c) For each barrel nut identified as a Kaynar-manufactured "thin" flange barrel nut, using a 10-power or higher magnifying glass, perform a visual inspection for cracks in the threaded portion of each barrel nut or lubrication residue in the threaded portion of each barrel nut or its corresponding attaching bolt.

Note 2: If a "thick" flange Kaynar-manufactured barrel nut, P/N NAS577B-10A, is installed, compliance with paragraphs (d) and (e) of this AD is not required.

(d) For each barrel nut that cannot be positively identified, and for each Kaynar-manufactured "thin" flange barrel nut in which a crack or lubrication residue was discovered as a result of the inspection required by paragraph (c) of this AD, replace the barrel nut and the corresponding attaching bolt with an airworthy barrel nut and attaching bolt before further flight. If an unairworthy barrel nut is found at the right-hand upper tailboom attachment location, also replace the left-hand upper barrel nut and corresponding bolt, and inspect both upper tailboom and fuselage longeron fittings for damage or deformation.

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

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

(f) 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 helicopter to a location where the requirements of this AD can be accomplished.

(g) The identification and determination of the barrel dimensions shall be done in accordance with Bell Helicopter Textron, Inc. ASB No. 214-97-59 or Bell Helicopter Textron, Inc. ASB No. 214ST-97-78, both dated July 17, 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 Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, Texas 76101, telephone (817) 280-3391, fax (817) 280-6466. 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.

(h) This amendment becomes effective on November 30, 1998.

Issued in Fort Worth, Texas on November 4, 1998.

Mark R. Schilling,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 98-30165 Filed 11-12-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-304-AD; Amendment 39-10889; AD 98-24-02]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Model MD-11 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model MD-11 series airplanes. This action requires a one-time inspection to identify the part numbers of two dimmer controls for the overhead

instrument panel light and circuit breaker lightplate located in the flight compartment. For airplanes on which a dimmer control having an incorrect part number is installed, this action also requires replacing the dimmer control with a new part; modifying and reinstalling the existing dimmer control; or reinstalling a dimmer control following modification of the part by the part manufacturer. This amendment is prompted by reports of smoke emitting from the overhead panels in the cockpit area. The actions specified in this AD are intended to prevent an electrical failure in the overhead dimmer control due to overheating of a printed circuit board capacitor in the dimmer control, which could result in rupture of the capacitor and smoke in the flight compartment.

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), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-304-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from The Boeing Company, Douglas Products Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1-L51 (2-60). This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the **Federal Register**, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Brett Portwood, Technical Specialist, Systems Safety and Integration, Systems and Equipment Branch, ANM-130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5350; fax (562) 627-5210.

SUPPLEMENTARY INFORMATION: As part of its practice of re-examining all aspects of the service experience of a particular

aircraft whenever an accident occurs, the FAA has become aware of several incidents of dimmer switches overheating and emitting smoke. These incidents occurred on McDonnell Douglas Model MD-11 series airplanes.

Investigation has revealed that, when a need for higher lighting in the cockpit occurs (such as during a thunderstorm) and increased voltage is required, a strong burning odor could occur due to overheating of a capacitor within the dimmer unit. The dimmer unit is located in the overhead switch panel to the rear of the firewall shut off handles. This component is well protected by a unit housing and additional cover that separates the unit from other components in the cockpit overhead compartment.

There is no evidence from any of the in-service events that any overheated capacitor has led to further aircraft damage beyond the capacitor. These incidents are not considered to be related to a recent accident that occurred off the coast of Nova Scotia involving a McDonnell Douglas Model MD-11 series airplane. The cause of that accident is still under investigation.

Overheating of a capacitor inside the dimmer controls of the overhead instrument panel light and circuit breaker lightplate in the cockpit could cause an electrical failure in the overhead dimmer control, and consequent rupture of the PCB capacitor and smoke in the flight compartment.

Explanation of Relevant Service Information

The FAA has reviewed and approved McDonnell Douglas Service Bulletin MD11-33-045, dated June 14, 1995, which describes the following procedures:

- Replacing any dimmer control, part number (P/N) 263-1, of the overhead instrument panel light and circuit breaker lightplate in the flight compartment with a new dimmer control, P/N 263-2.

- Modifying any dimmer control, P/N 263-1, of the overhead instrument panel light and circuit breaker lightplate to improve reliability and to extend the service life of dimmer controls by replacing one capacitor (C2) of the PCB assembly with a new, higher voltage capacitor that is more thermal resistant, reidentifying the existing dimmer control, and installing a new unit nameplate; and reinstalling the modified part.

- Returning the incorrect dimmer control, P/N 263-1, to the manufacturer of the part for modification and reidentification, and reinstalling the modified part.