

economic injury disaster loan was originally made.

§ 123.20 How long do I have to request an increase in the amount of a physical disaster loan or an economic injury loan?

You should request a loan increase as soon as possible after you discover the need for the increase, but not later than two years after SBA approved your physical disaster or economic injury loan. After two years, the SBA Associate Administrator for Disaster Assistance (AA/DA) may waive this limitation after finding extraordinary and unforeseeable circumstances.

Dated: March 20, 1998.

Aida Alvarez,

Administrator.

[FR Doc. 98-8245 Filed 3-27-98; 8:45 am]

BILLING CODE 8025-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-ANE-16-AD; Amendment 39-10420; AD 98-07-02]

RIN 2120-AA64

Airworthiness Directives; CFM International CFM56-2, -3, -3B, and -3C 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 CFM International CFM56-2, -3, -3B, and -3C series turbofan engines. This action requires the removal from service of certain No. 3 bearing rear stationary air/oil seals, replacement with serviceable parts, and the installation of retention bushings. This action also requires the removal from service of high pressure compressor rotor (HPCR) stage 1-2 spools that have contacted the outer cone of the seal. This amendment is prompted by several reports of outer cone separation of the No. 3 bearing rear stationary air/oil seal. The actions specified in this AD are intended to prevent rubs between the outer cone of the No. 3 bearing rear stationary air/oil seal and the HPCR stage 1-2 spool, which could result in a potential uncontained failure of the HPCR stage 1-2 spool, and damage to the aircraft.

DATES: Effective March 30, 1998.

The incorporation by reference of certain publications listed in the

regulations is approved by the Director of the Federal Register as of March 30, 1998.

Comments for inclusion in the Rules Docket must be received on or before May 29, 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-16-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 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; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

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: The Federal Aviation Administration (FAA) has received 26 reports where the inner and outer cones of the No. 3 bearing rear stationary air/oil seal have separated on CFM International CFM56-2, -3, -3B, and -3C series turbofan engines. The seal consists of two composite cones which are bonded together with an adhesive. Investigation revealed that the adhesive used on certain seals have less bonding capability than required. When the seal debonds, the outer cone moves aft and allows oil to migrate into the high pressure compressor rotor (HPCR) flowpath, which may result in oil fumes in the cabin. As the seal continues to move aft, the outer cone contacts the bore of the stage 1 disk of the HPCR stage 1-2 spool. New retention bushings exist, that when installed, will preclude a separated seal from contacting the HPCR stage 1-2 spool. This condition, if not corrected, could result in rubs between the outer cone of the No. 3 bearing rear stationary air/oil seal and the HPCR stage 1-2 spool, which could result in a potential uncontained failure of the HPCR stage 1-2 spool, and damage to the aircraft.

The FAA has reviewed and approved the technical contents of CFM International CFM56-2 Service Bulletin (SB) No. 72-825 and CFM56-3/-3B/-3C SB No. 72-856, both dated January 23, 1998, that describes procedures for removal from service of certain HPCR stage 1-2 spools from engines that have documented rubs on the stage 1 disk bore due to contact with the outer cone of the No. 3 bearing rear stationary air/oil seal. In addition, the FAA has reviewed and approved the technical contents of CFM International CFM56-2 SB No. 72-823, dated August 12, 1997, and CFM56-3/-3B/-3C SB No. 72-855, Revision 1, dated February 9, 1998, that describes procedures for installation of the No. 3 bearing rear stationary air/oil seal retention bushings.

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 rubs between the outer cone of the No. 3 bearing rear stationary air/oil seal and the HPCR stage 1-2 spool, which could result in a potential uncontained failure of the HPCR stage 1-2 spool. This AD requires the removal from service, within 15 days after the effective date of this AD, of certain No. 3 bearing rear stationary air/oil seals, replacement with serviceable parts, and the installation of retention bushings. This AD also requires the removal from service of HPCR stage 1-2 spools that have contacted the outer cone of the seal at the next engine shop visit after the effective date of this AD, or prior to accumulating 2,000 cycles in service (CIS) since the engine shop visit that first confirmed the rub event. The 2,000 CIS interval was established based on an extensive test program on the CFM56-5 series engine. The compliance end-date was determined based upon risk assessment and parts availability. The actions are required to be accomplished in accordance with the SBs 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-16-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:

98-07-02 CFM International: Amendment 39-10420. Docket 98-ANE-16-AD.

Applicability: CFM International CFM56-2, -3, -3B, and -3C series turbofan engines installed on, but not limited to, McDonnell Douglas DC-8 series and Boeing 737 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 (e) 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 rubs between the outer cone of the No. 3 bearing rear stationary air/oil seal and the high pressure compressor rotor (HPCR) stage 1-2 spool, which could result in a potential uncontained failure of the HPCR stage 1-2 spool, and damage to the aircraft, accomplish the following:

(a) For CFM International CFM56-2 series engines, with high pressure compressor rotor

(HPCR) stage 1-2 spool, Part Number (P/N) 9992M60G07, with part Serial Number (S/N) listed in CFM56-2 Service Bulletin (SB) No. 72-825, dated January 23, 1998, installed, accomplish the following:

(1) Remove the HPCR stage 1-2 spool from service at the next engine shop visit after the effective date of this AD, or prior to accumulating 2,000 cycles in service (CIS) since the engine shop visit that first confirmed the rub event, whichever occurs first, in accordance with CFM International CFM56-2 SB No. 72-825, dated January 23, 1998, and replace with a serviceable HPCR stage 1-2 spool.

(2) Install No. 3 bearing rear air/oil seal retention bushings in accordance with CFM International CFM56-2 SB No. 72-823, dated August 12, 1997.

(b) For CFM International CFM56-3, -3B, and -3C series engines, with HPCR stage 1-2 spool, P/N 1589M66G02, with part S/Ns listed in CFM International CFM56-3/-3B/-3C SB No. 72-856, dated January 23, 1998, installed, accomplish the following:

(1) Remove the HPCR stage 1-2 spool from service at the next engine shop visit after the effective date of this AD, or prior to accumulating 2,000 CIS since the engine shop visit that first confirmed the rub event, whichever occurs first, in accordance with CFM56-3/-3B/-3C SB No. 72-856, dated January 23, 1998, and replace with a serviceable HPCR stage 1-2 spool.

(2) Install No. 3 bearing rear air/oil seal retention bushings in accordance with CFM International CFM56-3/-3B/-3C SB No. 72-855, Revision 1, dated February 9, 1998.

(c) For CFM56-3, -3B, and -3C engines, having any of the following engine S/Ns: 856692, 856709, 856713, 856799, 856673, 856691, 856694, 856696, 856697, 856746, 856780, 857669, 857685, 857686, 857704, and 859115; accomplish the following within 15 days after the effective date of this AD:

(1) Remove from service No. 3 bearing rear stationary air/oil seal, P/N 1663M91G03, and replace with a serviceable No. 3 bearing rear stationary air/oil seal. No. 3 bearing rear stationary air/oil seals removed in accordance with this paragraph are unserviceable.

(2) Install No. 3 bearing rear air/oil seal retention bushings in accordance with CFM International CFM56-3/-3B/-3C SB No. 72-855, Revision 1, dated February 9, 1998.

(d) For the purpose of this AD, the following definitions apply:

(1) A shop visit is defined as the induction of an engine into the shop for any maintenance.

(2) A serviceable HPCR stage 1-2 spool is defined as a spool without a rub or scratch indication.

(3) A serviceable No. 3 bearing rear stationary air/oil seal is defined as a new seal, P/N 1663M91G03, that is not identified by S/N in Table 1 of this AD.

TABLE 1.—NO. 3 BEARING REAR STATIONARY AIR/OIL SEAL S/Ns
[P/N 1663M91G03]

CTD81631 CTD82004	CTD81907 CTD82132	CTD81908 CTD82208	CTD81998 CTD82210
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TABLE 1.—NO. 3 BEARING REAR STATIONARY AIR/OIL SEAL S/Ns—Continued
[P/N 1663M91G03]

CTD82212	CTD82213	CTD82271	CTD82295
CTD82297	CTD82298	CTD82300	CTD82304
CTD82457	CTD82759	CTD82766	CTD82767
CTD82788	CTD82817	CTD82822	CTD82854
CTD82855	CTD82856	CTD82857	CTD82859
CTD82962	CTD83232	CTD83474	CTD83837
CTD83839	CTD84100	CTD84138	CTD84140
CTD84141	CTD84143	CTD84144	CTD84145
CTD84148	CTD84203	CTD84206	CTD84207
CTD84258	CTD84262	CTD84360	CTD84363
CTD84604	CTD84712	CTD84741	CTD85147
CTD85148	CTD85149	CTD85161	CTD85162
CTD85166	CTD85168	CTD85169	CTD85170
CTD85172	CTD85348	CTD85349	CTD85351
CTD85352	CTD85353	CTD85354	CTD85355

(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, 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.

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

(g) The actions required by this AD shall be done in accordance with the following CFM International SBs:

Document No.	Pages	Revision	Date
CFM56-2, SB No. 72-823	1-12	Original	August 12, 1997.
Total pages: 12.			
CFM56-2, SB No. 72-825	1-7	Original	January 23, 1998.
Total pages: 7.			
CFM56-3/-3B/-3C, SB No. 72-856	1-8	Original	January 23, 1998.
Total pages: 8.			
CFM56-3/-3B/-3C, SB No. 72-855	1-16	1	February 9, 1998.
Total pages: 16.			

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 CFM International, Technical Publications Department, 1 Neumann Way, Cincinnati, OH 45215; telephone (513) 552-2981, fax (513) 552-2816. Copies may be inspected at the FAA, New England Region, Office of 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.

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

Issued in Burlington, Massachusetts, on March 17, 1998.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 98-7560 Filed 3-27-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-306-AD; Amendment 39-10423; AD 98-07-05]

RIN 2120-AA64

Airworthiness Directives; Saab Model SAAB 2000 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Saab Model SAAB 2000 series airplanes, that requires replacement of the main landing gear (MLG) trunnion fittings with reinforced trunnion fittings. This amendment is prompted by the issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent collapse of the MLG

due to fatigue cracking of the MLG trunnion fittings.

DATES: Effective May 4, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 4, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Saab Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal