

Total pages: 11.

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 Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-6600, fax (860) 565-4503. 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.

(f) This amendment becomes effective on March 13, 1998.

Issued in Burlington, Massachusetts, on February 6, 1998.

James C. Jones,

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

[FR Doc. 98-3799 Filed 2-25-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-ANE-13; Amendment 39-10327; AD 98-04-15]

RIN 2120-AA64

Airworthiness Directives; AlliedSignal Inc. TPE331 Series Turboprop and TSE331 Turboshaft Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to AlliedSignal Inc., (formerly Garrett Engine Division, Garrett Turbine Engine Company and AiResearch Manufacturing Company of Arizona) TPE331 series turboprop and TSE331 turboshaft engines, that requires replacement or radiographic inspection, and replacement, if necessary, of certain third stage turbine stators with serviceable parts. This amendment is prompted by a report of an outer band weld that cracked subsequent to a radiographic inspection required by a previous AD. The actions specified by this AD are intended to prevent third stage turbine wheel separation due to thermal fatigue cracking and shifting of the third stage turbine stator, which could contact the third stage turbine wheel and result in an uncontained engine failure and damage to the aircraft.

DATES: Effective April 27, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director

of the Federal Register as of April 27, 1998.

ADDRESSES: The service information on AlliedSignal Alert Service Bulletin No. TPE331-A72-0861, Revision 2, dated April 23, 1997, referenced in this rule may be obtained from AlliedSignal Aerospace, Attn: Data Distribution, M/S 64-3/2101-201, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493, fax (602) 365-5577. The service information on National Flight Services Alert Service Bulletin No. NF-TPE331-A72-10961, dated April 28, 1997, referenced in this rule may be obtained from either National Flight Services, Inc. 10971 E. Airport Services Road, Toledo Express Airport, Swanton, OH 43558; telephone (419) 865-2311, fax (419) 867-4224, or <http://www.natfs.com>, or National Flight Services of Arizona, Inc., 5170 W. Bethany Home Road, Glendale, AZ 85301; telephone (602) 931-1143, fax (602) 931-7264. This information may be examined at the Federal Aviation Administration (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: Joseph Costa, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; telephone (562) 627-5246; fax (562) 627-5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to AlliedSignal Inc., (formerly Garrett Engine Division, Garrett Turbine Engine Company and AiResearch Manufacturing Company of Arizona) TPE331 series turboprop and TSE331 turboshaft engines was published in the **Federal Register** on July 31, 1997 (62 FR 40985). That action proposed to require replacement of certain third stage turbine stators or radiographic inspection, and replacement, if necessary, with serviceable parts.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

There are approximately 1,000 engines of the affected design in the worldwide fleet. The FAA estimates that

700 engines installed on aircraft of U.S. registry will be affected by this AD. The FAA estimates that 210 engines will require unscheduled replacement, that it will take approximately 40 work hours per engine to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$6,500 per engine. Approximately 350 engines will require replacement during hot section inspection, which will take approximately 2 work hours per engine, with a parts cost of \$6,500. Approximately 14 engines will require unscheduled inspection, which will take approximately 50 work hours to accomplish, with a parts cost of \$1,500. Approximately 21 engines will require inspection during hot section inspection, which will take approximately 10 work hours to accomplish, with zero parts cost. Approximately 35 engines will require unscheduled inspection and replacement, which will take approximately 50 work hours to accomplish, with a \$6,500 parts cost. Approximately 70 engines will require inspection and replacement during hot section inspection, which will take approximately 10 work hours to accomplish, with a \$5,000 parts cost. The FAA has been informed by AlliedSignal Inc. that they will provide a redesigned third stage turbine stator assembly at a special program price and will pay for the labor to install this assembly. Based on these figures, without the special price program from the manufacturer, the total cost impact of the AD on U.S. operators is estimated to be \$4,986,100.

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:

98-04-15 AlliedSignal Inc.: Amendment 39-10327. Docket 97-ANE-13.

Applicability: AlliedSignal Inc., (formerly Garrett Engine Division, Garrett Turbine

Engine Company and AiResearch Manufacturing Company of Arizona) Model TPE331-1, -2, -2UA, -3U, -3UW, -5, -5A, -5AB, -5B, -6, and -6A turboprop and TSE331-3U turboshaft engines with third stage turbine stators, Part Number (P/N) 868379-3, except those engines with turbine stators listed by Serial Number (S/N) in Table 1 of the National Flight Services Alert Service Bulletin (ASB) No. NF-TPE331-A72-10961, dated April 28, 1997. These engines are installed on but not limited to: Mitsubishi MU-2B series (MU-2 series); Construcciones Aeronauticas, S.A. (CASA) C-212 series; Fairchild SA226 series (Swearingen Merlin and Metro series); Prop-Jets, Inc. Model 400; Twin Commander 680 and 690 (Jetprop Commander); Rockwell Commander S-2R; Shorts Brothers and Harland, Ltd. SC7 (Skyvan); Dornier 228 series; Beech 18 and 45 series and Models JRB-6, 3N, 3NM, 3TM, and B100; Pilatus PC-6 series (Fairchild Porter and Peacemaker); De Havilland DH 104 series 7AXC (Dove); Ayres S-2R series; Grumman American G-164 series; and Schweizer G-164 series airplanes; and Sikorsky S-55 series (Helitec Corp. S55T) helicopters.

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 (g) 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 third stage turbine wheel separation due to fatigue cracking and shifting of the third stage turbine stator, which could result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) For engines with third stage turbine stators with S/Ns listed in Table 1 of National Flight Services ASB No. NF-TPE331-A72-10961, dated April 28, 1997, no action is required.

(b) For engines with third stage turbine stators with S/Ns not listed in Table 1 of National Flight Services ASB No. NF-TPE331-A72-10961, dated April 28, 1997, remove the unserviceable third stage turbine stator assembly in accordance with the applicable engine maintenance manual and the following schedule:

Third stage turbine stator cycles in service (CIS) since radiographic inspection in accordance with AD 87-19-02 paragraph (b) or AD 93-05-09 paragraph (h)	Removal schedule
Unknown CIS since inspection	Remove within 600 CIS after the effective date of this AD, at next access, or prior to March 31, 2002, whichever occurs first.
2200 or more CIS since inspection	Remove within 600 CIS after the effective date of this AD, at next access, or prior to March 31, 2002, whichever occurs first.
Less than 2200 CIS since inspection	Remove prior to accumulating 2,800 CIS, at next access, or prior to March 31, 2002, whichever occurs first.

(c) For the purpose of this AD, the next access to the third stage stator assembly is defined as disassembly of the turbine beyond the removal of the third stage rotor.

Note 2: This AD does not supersede AD 93-05-09. The removal schedule in paragraph (b) of this AD does not affect the requirements of AD 93-05-09.

(d) For the purpose of determining third stage turbine stator removal under paragraph (b) of this AD, third stage turbine stator hours time in service (TIS) may be converted to CIS since inspection by multiplying by 1.5 the number of hours since radiographic inspection in accordance with paragraph (b) of AD 87-19-02 or paragraph (h) of AD 93-05-09.

(e) For third stage turbine stator assemblies removed in accordance with paragraph (b) of this AD, accomplish either a radiographic

inspection for inadequate weld penetration and fatigue cracking, and, if necessary, replace with a serviceable assembly in accordance with the Accomplishment Instructions of National Flight Services ASB No. NF-TPE331-A72-10961, dated April 28, 1997; or replace with a serviceable assembly in accordance with the Accomplishment Instructions of AlliedSignal Inc. ASB No. TPE331-A72-0861, Revision 2, dated April 23, 1997. Accomplishing the radiographic inspection required by this paragraph constitutes compliance with the radiographic inspection requirement of paragraph (h) of AD 93-05-09.

(f) 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, Los Angeles Aircraft 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, Los Angeles Aircraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(g) 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.

(h) The actions required by this AD shall be done in accordance with the following ASBs:

Document No.	Pages	Revision	Date
National Flight Services ASB No. NF-TPE331-A72-10961	1-11	Original	Apr. 28, 1997.
Total Pages:	11.		
AlliedSignal Inc. ASB No. TPE331-A72-0861	1	2	Apr. 23, 1997.
	2	1	Oct. 25, 1996.

Document No.	Pages	Revision	Date
	3-5	2	Apr. 23, 1997.
	6	1	Oct. 25, 1996.
	7	2	Apr. 23, 1997.
	8	1	Oct. 24, 1996.
Total Pages:	8.		

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 of AlliedSignal Alert Service Bulletin No. TPE331-A72-0861, Revision 2, dated April 23, 1997, may be obtained from AlliedSignal Aerospace, Attn: Data Distribution, M/S 64-3/2101-201, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493, fax (602) 365-5577. Copies of National Flight Services ASB No. NF-TPE331-A72-10961, dated April 28, 1997, may be obtained from either National Flight Services, Inc. 10971 E. Airport Services Road, Toledo Express Airport, Swanton, OH 43558; telephone (419) 865-2311, fax (419) 867-4224, or <http://www.natfs.com>, or National Flight Services of Arizona, Inc., 5170 W. Bethany Home Road, Glendale, AZ 85301; telephone (602) 931-1143, fax (602) 931-7264. 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.

(i) This amendment becomes effective on April 27, 1998.

Issued in Burlington, Massachusetts, on February 6, 1998.

James C. Jones,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-131-AD; Amendment 39-10342; AD 98-04-30]

RIN 2120-AA64

Airworthiness Directives; Glaser-Dirks Flugzeugbau GmbH Model DG-500M Gliders

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to all Glaser-Dirks Flugzeugbau GmbH (DG Flugzeugbau) Model DG-500M gliders. This AD requires repetitively inspecting the propeller mounting plate for cracks, replacing any

cracked propeller mounting plate, and modifying the bolt connections of the propeller mounting plate. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions specified in this AD are intended to prevent the propeller mounting plate from separating from the glider, which could result in propeller separation and possible loss of control of the glider.

DATES: Effective May 15, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 15, 1998.

Comments for inclusion in the Rules Docket must be received on or before March 19, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-131-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from DG Flugzeugbau GmbH, P.O. Box 4120, 76625 Bruchsal, Germany; telephone: +49 7257-89-0; facsimile: +49 7257-8922. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-131-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Mike Kiesov, Aerospace Engineer, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6934; facsimile: (816) 426-2169.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for Germany, recently notified the FAA that an unsafe condition may exist on all DG Flugzeugbau Model DG-500M

airplanes. The LBA reports that, during an inspection, cracks were found on the lower end of the propeller mounting plate near the bolt connections on one of the affected gliders.

This condition, if not corrected in a timely manner, could result in separation of the propeller mounting plate from the glider, which could result in propeller separation and possible loss of control of the glider.

Relevant Service Information

DG Flugzeugbau has issued Technical Note TN 843/8, dated April 10, 1997, which specifies procedures for inspecting the propeller mounting plate for cracks, replacing any cracked propeller mounting plate, and modifying the bolt connections of the propeller mounting plate.

The LBA classified this technical note as mandatory and issued German AD 97-224, dated July 31, 1997, in order to assure the continued airworthiness of these airplanes in Germany.

The FAA's Determination

This glider model is manufactured in Germany 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 this bilateral airworthiness agreement, the LBA has kept the FAA informed of the situation described above.

The FAA has examined the findings of the LBA; reviewed all available information, including the service information referenced above; and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of the Provisions of This AD

Since an unsafe condition has been identified that is likely to exist or develop in other DG Flugzeugbau Model DG-500M gliders of the same type design registered in the United States, the FAA is issuing an AD. This AD requires inspecting the propeller mounting plate for cracks, replacing any cracked propeller mounting plate, and modifying the bolt connections of the propeller mounting plate.