

To prevent fatigue cracking in the area of the center wing-to-fuselage attachment fitting, which consequently could reduce the structural integrity of this area, accomplish the following:

(a) For non-military airplanes: Prior to the accumulation of 17,000 total landings, accomplish the actions specified in paragraphs (a)(1), (a)(2), and (a)(3) of this AD:

(1) Remove all parts and other items in the area of the center wing-to-fuselage attachment fitting, in accordance with Paragraph 2.B. ("Removal") of the Accomplishment Instructions of CASA Service Bulletin SB-235-53-20, Revision 2, dated June 9, 1994.

(2) After all parts and other items have been removed in accordance with paragraph (a)(1) of this AD, conduct a visual inspection, using a magnifier of at least 10x magnitude, to detect fatigue cracking in this area (ref: Figure 1, Sheet 1, of the service bulletin). If any cracking is detected, prior to further flight and prior to installing the reinforcing plate in accordance with paragraph (a)(3) of this AD, repair in a manner approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate.

(3) Install a reinforcing plate having CASA part number (P/N) 35-25010-0101 in the attachment area of the center wing-to-fuselage attachment fitting, in accordance with the service bulletin.

(b) For military airplanes: Prior to the accumulation of 15,000 total landings, accomplish the actions specified in paragraphs (b)(1), (b)(2), and (b)(3) of this AD:

(1) Remove all parts and other items in the area of the center wing-to-fuselage attachment fitting, in accordance with Paragraph 2.B. ("Removal") of the Accomplishment Instructions of CASA Service Bulletin SB-235-53-20M, Revision 1, dated November 27, 1995.

(2) After all parts and other items have been removed in accordance with paragraph (b)(1) of this AD, conduct a visual inspection, using a magnifier of at least 10x magnitude, to detect fatigue cracking in this area (ref: Figure 1, Sheet 1, of the service bulletin). If any cracking is detected, prior to further flight and prior to installing the reinforcing plate in accordance with paragraph (b)(3) of this AD, repair in a manner approved by the Manager, Standardization Branch, ANM-113, FAA.

(3) Install a reinforcing plate having CASA part number (P/N) 35-25010-0101 in the attachment area of the center wing-to-fuselage attachment fitting, in accordance with the service bulletin.

(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, Standardization Branch, ANM-113. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(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) Certain actions shall be done in accordance with CASA Service Bulletin SB-235-53-20M, Revision 1, dated November 27, 1995 (for military airplanes); and CASA Service Bulletin SB-235-53-20, Revision 2, dated June 9, 1994 (for non-military airplanes), which contains the following list of effective pages:

| Page No. | Revision level shown on page | Date shown on page |
|------------|------------------------------|--------------------|
| 1 | 1 | April 13, 1994. |
| 2 | 2 | June 9, 1994. |
| 3-11 | Original | July 29, 1993. |

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 Construcciones Aeronauticas, S.A., Getafe, Madrid, Spain. 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 Spanish airworthiness directive 03/94, dated August 1994.

(f) This amendment becomes effective on November 24, 1997.

Issued in Renton, Washington, on October 9, 1997.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-27354 Filed 10-17-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-ANE-18-AD; Amendment 39-10161; AD 97-21-08]

RIN 2120-AA64

Airworthiness Directives; General Electric Company CT58 Series Turboshaft Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to General Electric Company CT58 series turboshaft engines, that requires removal from service of certain stage 1 and 2 forward cooling plates, and stage 2 aft cooling plates, and

replacement with serviceable parts. This amendment is prompted by reports of certain cooling plates forged with contaminated alloy that could reduce the lives of the parts. The actions specified by this AD are intended to prevent cooling plate fracture, which could result in a contained engine failure, and an inflight engine shutdown.

DATES: Effective December 19, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 19, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from General Electric Company (GE), 1000 Western Ave., Lynn, MA 01909; telephone (781) 594-9894, fax (781) 594-1527. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief 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: 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: 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 General Electric Company (GE) Models CT58-110-1, -110-2, -140-1, -140-2, and T58-GE-3/-5/-8F/-10/-100 turboshaft engines was published in the **Federal Register** on June 9, 1997 (62 FR 31370). That action proposed to require removal from service of certain stage 1 and 2 forward cooling plates, and stage 2 aft cooling plates, and replacement 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.

Since publication of the proposed rule, GE Aircraft Engines has issued GE Aircraft Engines CT58 Service Bulletin (SB) No. 72-188 (CEB-293), Revision 1, dated July 15, 1997. This final rule references this current revision.

The FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously.

There are approximately 400 engines of the affected design in the worldwide fleet. The FAA estimates that 126 engines installed on aircraft of U.S. registry will be affected by this AD, that it will not take any additional work hours per engine to accomplish the required actions at next part exposure. Required parts will cost approximately \$2,730 per engine. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$343,980. The manufacturer, however, has advised the FAA of a program to prorate the cost of required parts downward by a factor equal to the quotient of the difference between the original life limit of 4,000 hours time in service and the total cycles of life consumed at time of removal, divided by the original life limit. Therefore, the actual cost to operators may be less than the FAA's estimate.

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:

97-21-08 General Electric Company:

Amendment 39-10161. Docket 97-ANE-18-AD.

Applicability: General Electric Company (GE) Models CT58-110-1, -110-2, -140-1, and -140-2, and T58-GE-3/-5/-8F/-10/-100 series turboshaft engines, with stage 1 forward cooling plate, Part Number (P/N) 37C300055P101, stage 2 forward cooling plate, P/N 3000T88P02, and stage 2 aft cooling plate, P/N 3002T27P01, installed. These engines are installed on but not limited to Boeing Vertol 107 series, and Sikorsky S61 and S62 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 (c) 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 cooling plate fracture, which could result in a contained engine failure and an inflight engine shutdown, accomplish the following:

(a) Remove from service affected cooling plates, listed by serial number in GE Aircraft Engines CT58 Service Bulletin (SB) No. 72-188 (CEB-293), Revision 1, dated July 15, 1997, and replace with serviceable parts, at the next part exposure, or next light overhaul, whichever occurs first, but not to exceed 1,000 hours time in service (TIS) for engines installed on aircraft that have engaged in Repetitive Heavy Lift (RHL) operations, or 2,000 hours TIS for engines installed on aircraft that have never engaged in RHL operations, in accordance with that SB.

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

(1) RHL operation is defined as performing more than 10 lift-carry-drop cycles per hour TIS without landing, or more than 10 takeoffs and landings per hour TIS.

(2) Light overhaul is defined as scheduled engine maintenance that allows the engine to continue in service until scheduled major overhaul time is reached.

(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, Engine Certification Office. The request shall be forwarded 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.

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

(e) The actions required by this AD shall be done in accordance with the following GE Aircraft Engines SB:

| Document No | Pages | Revision | Date |
|------------------------|-------|----------|---------------|
| 72-188 (CEB-293) | 1-7 | 1 | July 15, 1997 |
| Total Pages: 7. | | | |

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 (GE), 1000 Western Ave., Lynn, MA 01909; telephone (781) 594-9894, fax (781) 594-1527. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief 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 December 19, 1997.

Issued in Burlington, Massachusetts, on October 8, 1997.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 97-27351 Filed 10-17-97; 8:45 am]

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