

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 98-ANE-54-AD]

RIN 2120-AA64

Airworthiness Directives; General Electric Company CF6-50, -80A1/A3, and -80C2A Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to General Electric Company (GE) CF6-50, -80A1/A3, and -80C2A series turbofan engines installed on Airbus A300 and A310 series aircraft. This proposal would require initial and repetitive thrust reverser inspections and checks, and allow extended repetitive inspection intervals if an optional double p-seal configuration is installed. This proposal is prompted by the report of a higher than anticipated center drive unit (CDU) cone brake failure rate which reduces the overall thrust reverser system protection against inadvertent deployment. The actions specified by the proposed AD are intended to prevent inadvertent inflight thrust reverser deployment, which can result in loss of control of the aircraft.

DATES: Comments must be received by March 25, 1999.

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-54-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.gov". Comments sent via the Internet must contain the docket number in the subject line. Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Middle River Aircraft Systems, Mail Point 446, 103 Chesapeake Park Plaza, Baltimore, MD, 21220-4295, attn: Warranty Support, telephone: (410) 682-0098, fax: (410) 682-0100. This information may be examined at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA.

FOR FURTHER INFORMATION CONTACT: William S. Ricci, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7742, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION:**Comments Invited**

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal 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-54-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-ANE-54-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

This proposed airworthiness directive (AD) is prompted by the report of a higher than anticipated center drive unit (CDU) cone brake failure rate that reduces the overall thrust reverser system protection against inadvertent deployment. The Federal Aviation Administration (FAA) has determined that thrust reverser inspections and checks are necessary for all General Electric Company (GE) CF6 series turbofan engine installations on Airbus

aircraft. This condition, if not corrected, could result in inadvertent inflight thrust reverser deployment, which can result in loss of control of the aircraft.

The FAA has reviewed and approved the technical contents of Middle River Aircraft Systems CF6-50 Service Bulletin (SB) No. 78-3001, Revision 2, dated December 18, 1997, CF6-80A1/A3 SB No. 78-1002, Revision 3, dated January 21, 1999, and CF6-80C2 Alert Service Bulletin (ASB) No. 78A1015, Revision 5, dated January 21, 1999, that describe procedures for thrust reverser inspections and checks.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require initial and repetitive thrust reverser inspections and checks, and allows extended repetitive inspection intervals if an optional double p-seal configuration is installed. This AD would require these actions to be accomplished in accordance with the service documents described previously. There are approximately 849 engines of the affected design in the worldwide fleet. The FAA estimates that 193 engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 5 work hours per engine to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$57,900.

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting 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.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

General Electric Company: Docket No. 98-ANE-54-AD.

Applicability: General Electric Company (GE) CF6-50, -80A1/A3, and -80C2A series turbofan engines, installed on Airbus A300 and A310 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 inadvertent inflight thrust reverser deployment, which can result in loss of control of the aircraft, accomplish the following:

(a) Perform initial and repetitive thrust reverser inspections and checks as follows:

(1) For GE CF6-50 series engines, perform inspections and checks in accordance with paragraph 2., Accomplishment Instructions, of Middle River Aircraft Systems CF6-50 SB No. 78-3001, Revision 2, dated December 18, 1997, as follows:

(i) Perform the initial inspections and checks within 1,500 hours time in service (TIS) after the effective date of this AD.

(ii) Thereafter, perform inspections and checks at intervals not to exceed 6,000 hours TIS since last check.

(2) For CF6-80A1/A3 series engines, perform inspections and checks in accordance with paragraph 2.,

Accomplishment Instructions, of Middle River Aircraft Systems CF6-80A1/A3 SB No. 78-1002, Revision 3, dated January 21, 1999, as follows:

(i) Perform the initial inspections and checks within 1,500 hours TIS after the effective date of this AD.

(ii) Thereafter, perform inspections and checks at intervals not to exceed 7,000 hours TIS since last check.

(3) For CF6-80C2 series engines, perform inspections and checks in accordance with paragraph 2., Accomplishment Instructions, of Middle River Aircraft Systems CF6-80C2 Alert Service Bulletin (ASB) No. 78A1015, Revision 5, dated January 21, 1999, as follows:

(i) Perform the initial inspections and checks within 600 hours TIS after the effective date of this AD.

(ii) Thereafter, perform repetitive inspections and checks as follows:

(A) For engines with a double p-seal configuration, having translating cowl part numbers 491B1613000-109 or D52B1000-9, perform repetitive inspections and checks at intervals not to exceed 7,000 hours TIS since last inspection.

(B) For all other engines, perform repetitive inspections and checks at intervals not to exceed 600 hours TIS since last inspection.

(4) Perform corrective actions or deactivate the fan reverser in accordance with paragraph 2., Accomplishment Instructions, of the applicable SB or ASB prior to further flight.

(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 request 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) 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.

Issued in Burlington, Massachusetts, on February 16, 1999.

David A. Downey,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 99-4367 Filed 2-22-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF THE INTERIOR

Office of Surface Mining Reclamation and Enforcement

30 CFR Parts 701, 724, 773, 774, 778, 842, 843, and 846

RIN 1029-AB94

Application and Permit Information Requirements; Permit Eligibility; Definitions of Ownership and Control; the Applicant/Violator System; Alternative Enforcement Actions

AGENCY: Office of Surface Mining Reclamation and Enforcement, Interior.

ACTION: Proposed rule; reopening and extension of comment period.

SUMMARY: The Office of Surface Mining Reclamation and Enforcement (OSM) is reopening and extending the comment period for the proposed rule published on December 21, 1998 (63 FR 70580). The comment period closed on February 19, 1999, and is being reopened and extended for 30 days.

DATES: We will accept written comments on the proposed rule until 5 p.m., Eastern time, on March 25, 1999.

ADDRESSES: You may mail or hand-deliver comments to the Office of Surface Mining Reclamation and Enforcement, Administrative Record, Room 101, 1951 Constitution Avenue, NW, Washington, DC 20240. You may also submit comments to OSM via the Internet at: osmrules@osmre.gov.

FOR FURTHER INFORMATION CONTACT: Earl D. Bandy, Jr., Office of Surface Mining Reclamation and Enforcement, Applicant/Violator System Office, 2679 Regency Road, Lexington, Kentucky 40503. Telephone: (606) 233-2796 or (800) 643-9748. E-Mail: ebandy@osmre.gov.

SUPPLEMENTARY INFORMATION: In response to requests from members of the public, we are reopening and extending the public comment period for the proposed rule published on December 21, 1998 (63 FR 70580). The comment period closed on February 19, 1999, and is being reopened and extended for 30 days. In the rule, we are proposing revised permit eligibility requirements for surface coal mining operations under the Surface Mining Control and Reclamation Act of 1977 (SMCRA). In particular, we propose to revise how ownership and control of mining operations is determined under section 510(c) of SMCRA so that applicants who are responsible for unabated violations do not receive new permits. We have designed this proposal to be effective, fair, and consistent with