

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 removing amendment 39-9030 (59 FR 48563, September 22, 1994), and by adding a new airworthiness directive (AD), amendment 39-10185 to read as follows:

97-22-13 Airbus Industrie: Amendment 39-10185. Docket 96-NM-252-AD. Supersedes AD 94-20-02, Amendment 39-9030.

Applicability: Model A320 and A321 series airplanes, on which Airbus Modification 24612 or Airbus Service Bulletin A320-31-1080 has not been accomplished; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes 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 severely reduced controllability of the airplane during approach, accomplish the following:

(a) At the applicable time specified in either paragraph (a)(1) or (a)(2) of this AD, revise the Limitations Section of the FAA-

approved Airplane Flight Manual (AFM) to include the information specified in Airbus A320/A321 Flight Manual Temporary Revision 9.99.99/20, dated June 14, 1994.

Note 2: This may be accomplished by inserting a copy of Airbus A320/A321 Flight Manual Temporary Revision 9.99.99/20, dated June 14, 1994, in the AFM. When this temporary revision has been incorporated in the general revisions of the AFM, the general revisions may be inserted in the AFM, provided the information contained in the general revisions is identical to that specified in Temporary Revision 9.99.99/20.

(1) For Model A320 series airplanes: Revise the AFM within 10 days after October 7, 1994 (the effective date of AD 94-20-02, amendment 39-9030).

(2) For Model A321 series airplanes: Revise the AFM within 10 days after the effective date of this AD.

(b) Within 6 months after the effective date of this AD, install a new, improved flight warning computer (FWC) in accordance with Airbus Service Bulletin A320-31-1080, Revision 01, dated July 12, 1996 or Revision 2, dated October 24, 1996. Prior to further flight after accomplishing this installation, remove the AFM revision required by paragraphs (a) of this AD.

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

Note 3: 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) The installation shall be done in accordance with Airbus Service Bulletin A320-31-1080, Revision 01, dated July 12, 1996, or Airbus Service Bulletin A320-31-1080, Revision 02, dated October 24, 1996. Airbus Service Bulletin A320-31-1080, Revision 01, dated July 12, 1996, contains the following list of effective pages:

Page number	Revision level shown on page	Date shown on page
1, 3, 4, 6-8 ...	1	July 12, 1996.
2, 5, 9-13	Original	Jan. 4, 1995.

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.

The revision to the AFM shall be done in accordance with Airbus A320/A321 Flight Manual Temporary Revision 9.99.99/20,

dated June 14, 1994. The incorporation by reference of this document was approved previously by the Director of the Federal Register as of October 7, 1994 (59 FR 48563, September 22, 1994).

Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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 4: The subject of this AD is addressed in French airworthiness directive 96-079-079(B), dated April 10, 1996.

(f) This amendment becomes effective on December 5, 1997.

Issued in Renton, Washington, on October 23, 1997.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-28615 Filed 10-30-97; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-ANE-52-AD; Amendment 39-10186; AD 97-22-14]

RIN 2120-AA64

Airworthiness Directives; General Electric Company CF6-50 and -80C2 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 General Electric Company (GE) CF6-50 and -80C2 series turbofan engines. This action requires removal from service of defective high pressure compressor rotor (HPCR) stage 3-9 spools, and replacement with serviceable parts. This amendment is prompted by a report of an uncontained failure of an HPCR stage 3-9 spool installed on a GE model CF6-80C2 turbofan engine. The actions specified in this AD are intended to prevent failure of the HPCR stage 3-9 spool, which can result in an uncontained engine failure and damage to the aircraft.

DATES: Effective November 17, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 17, 1997.

Comments for inclusion in the Rules Docket must be received on or before December 30, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 97-ANE-52-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 General Electric Company Technical Services, Attention: Leader for distribution/microfilm, 10525 Chester Road, Cincinnati, OH 45215; telephone (513) 672-8400 Ext. 114, fax (513) 672-8422. This information may be examined 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.

FOR FURTHER INFORMATION CONTACT: William Ricci, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7142, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) has received a report of an uncontained failure of a high pressure compressor rotor (HPCR) stage 3-9 spool installed on a GE model CF6-80C2 turbofan engine. The investigation revealed that a crack initiated in the HPCR stage 3-9 spool and propagated in low cycle fatigue to rapid fracture and disk rupture. The crack initiated from an oxygen stabilized alpha region located in the area of the stage 3 dovetail blade slot and propagated radially inward to the disk bore. The FAA has determined that HPCR stage 3-9 spools produced from the same melt of material may also be affected. The investigation is continuing and pending the results of the investigation the requirements of this AD may be changed. This condition, if not corrected, could result in failure of the HPCR stage 3-9 spool, which can result in an uncontained engine failure and damage to the aircraft.

The FAA has reviewed and approved the technical contents of GE CF6-50 Service Bulletin (SB) 72-A1139, dated October 17, 1997, and GE CF6-80C2 SB 72-A906, dated October 17, 1997, that

describe procedures for removal from service of defective HPCR 3-9 spools, and replacement with serviceable parts.

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 failure of the HPCR 3-9 spool. This AD requires, within 30 days after the effective date of this AD, removal from service of defective HPCR 3-9 spools, and replacement with serviceable parts. This calendar end-date was determined based upon risk analysis. 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 97-ANE-52-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:

97-22-14 General Electric Company:

Amendment 39-10186. Docket 97-ANE-52-AD.

Applicability: General Electric Company (GE) CF6-50 and -80C2 series turbofan engine, installed on but not limited to Boeing 767 and 747 series, McDonnell Douglas DC-10 and MD-11, and Airbus Industries 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 failure of the high pressure compressor rotor (HPCR) 3-9 spool, which can result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) Within 30 days after the effective date of this AD, remove from service HPCR 3-9 spools identified by serial number in the applicable service bulletin (SB), and replace with serviceable parts, as follows:

(1) For GE CF6-50 series turbofan engines, remove and replace in accordance with GE CF6-50 SB 72-A1139, dated October 17, 1997.

(2) For GE CF6-80C series turbofan engines, remove and replace in accordance with GE CF6-80C2 SB 72-A906, dated October 17, 1997.

(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) 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.

(d) The actions required by this AD shall be done in accordance with the following GE SBs:

Document No.	Pages	Date
CF6-50 SB 72-A1139. Total pages: 7.	1-7	Oct. 17, 1997.
CF6-80C2 SB 72-A906. Total pages: 7.	1-7	Oct. 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 General Electric Company Technical Services, Attention: Leader for distribution/microfilm, 10525 Chester Road, Cincinnati,

OH 45215; telephone (513) 672-8400 Ext. 114, fax (513) 672-8422. 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.

(e) This amendment becomes effective on November 17, 1997.

Issued in Burlington, Massachusetts, on October 22, 1997.

James C. Jones,

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

[FR Doc. 97-28742 Filed 10-30-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-11-AD; Amendment 39-10187; AD 97-22-16]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company Models 1900, 1900C, and 1900D Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Raytheon Aircraft Company (Raytheon) Models 1900, 1900C, and 1900D airplanes (formerly referred to as Beech Models 1900, 1900C, and 1900D airplanes). This AD requires fabricating and installing a placard that restricts the use of the forward and aft vent blower assemblies to only the "OFF" or "HIGH" position. This AD also requires incorporating a modification that would replace the bearings on the vent blower assemblies with improved design bearings, and provide thermal protection for the vent blowers, as applicable. Incorporating the modification will eliminate the need for the placard. The AD results from reports of vent blower assembly bearings seizing and locking the blower motor on several of the affected airplanes. The actions specified by this AD are intended to prevent the vent blower assembly bearings from seizing, which could result in smoke emanating from the insulating material covering the electrical wiring and entering the airplane cabin.

DATES: Effective December 5, 1997.

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

of the Federal Register as of December 5, 1997.

ADDRESSES: Service information that applies to this AD may be obtained from the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. 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-11-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. Harvey Nero, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4137; facsimile (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Raytheon Models 1900, 1900C, and 1900D airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on May 29, 1997 (62 FR 29086). The NPRM proposed to require (1) fabricating and installing a placard that restricts the use of the vent blower assemblies; and (2) incorporating a modification that would replace the bearings in the vent blower assemblies with improved design bearings, and provide thermal protection for the vent blowers, as applicable. Incorporating the modification would eliminate the need for the placard. Accomplishment of the proposed modification as specified in the NPRM would be in accordance with the Update Procedures for the Electromech Technologies EM630 Blower (Raytheon P/N 114-380028-1 for Installation of Kit P/N's 630-201-1 and 630-201-2), dated December 9, 1996; and Advanced Industries, Inc. Installation Procedure for the Resistor Wiring Harness Kit on the BC80A-1 Blower, dated October 9, 1996. Both of these documents are referenced in Raytheon Service Bulletin No. 2721, Issued: January 1997.

The NPRM resulted from vent blower assembly bearings seizing and locking the blower motor on several of the affected airplanes.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the