Compliance: Required as indicated, unless accomplished previously.

To prevent an uncommanded engine acceleration event, or inflight engine shutdown, accomplish the following:

(a) Inspect for the presence of engine EEC fault messages for both engines installed on the aircraft within 20 flight cycles after the effective date of this AD, or within three calendar days, whichever occurs first, in accordance with CFM56–7B All Operators Wire 98/CFM/312R1, dated August 28, 1998.

(1) If any of the faults identified in the All Operators Wire are detected on only one of the engines, remove and replace the hydromechanical unit (HMU) with a serviceable HMU, and ensure the faults are cleared prior to further flight.

(2) If any of the faults identified in the All Operators Wire are detected on both engines, remove and replace the HMU on the engine that has logged the fault for more flight cycles, replace with a serviceable HMU, and ensure that the faults are cleared prior to further flight. Remove and replace the HMU on the other engine with a serviceable HMU, after accumulating at least three flight cycles, but not to exceed ten flight cycles, and ensure the faults are cleared.

(3) Thereafter, inspect for the presence of engine EEC fault messages on both engines of the aircraft at intervals not to exceed 20 flight cycles since last inspection, or within three calendar days since last inspection, whichever occurs first. If any of the faults identified in the All Operators Wire are detected, remove and replace the HMU in accordance with paragraph (a)(1) or (a)(2) of this AD, as applicable.

Note 2: Installation of a serviceable HMU in accordance with paragraphs (a)(1) or (a)(2) of this AD does not constitute terminating action to the repetitive inspections required by paragraph (a)(3) of this AD.

(b) For the purpose of this AD, a serviceable HMU is defined as an HMU with P/N 1853M56P06 or AlliedSignal P/N 442098.

(c) Within 75 cycles in service after the effective date of this AD, or by November 9, 1998, whichever occurs first, install EEC software, P/N 1853M78P12, in accordance with CFMI CFM56–7B Alert Service Bulletin (ASB) No. 73-A024, dated September 2, 1998. Installation of this improved software constitutes terminating action to the inspections required by paragraph (a) of this AD.

(d) 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 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(e) The actions required by this AD shall be accomplished in accordance with the following CFMI service documents:

Document No.	Page	Date
All Operators Wire 98/CFM/312R1	1–2	August 28, 1998.
Total Pages	2	
CFM56–7B ASB No. 73–A024	1–23	September 2, 1998.
Total Pages	23	

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, S.A., 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 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 supersedes telegraphic AD T98–18-51, issued August 28, 1998.

(g) This amendment becomes effective on November 2, 1998.

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

Ronald L. Vavruska,

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

[FR Doc. 98–27464 Filed 10–15–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–ANE–45–AD; Amendment 39–10832; AD 98–21–24]

RIN 2120–AA64

Airworthiness Directives; Pratt & Whitney JT8D Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Pratt & Whitney JT8D series turbofan engines, that requires removal, visual inspection, eddy current inspection, repair or replacement of affected compressor disks. This amendment is prompted by reports of improper fixturing during the electrolytic cleaning process of certain compressor disks at a certified repair station, Avial or Greenwich Air Services, currently GE Engine Services Dallas LP, certificate number RA1R445K of Dallas, Texas, that can result in damage to the disks in the form of arc burns. The actions specified by this AD are intended to prevent compressor disk cracking from arc burns in tie rod holes, shielding holes, or pressure balance holes, which could lead to a fracture of a compressor disk, resulting in uncontained release of engine fragments, inflight engine shutdown, and airframe damage.

DATES: Effective November 16, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 16, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from GE Engine Services—Dallas LP, 9311 Reeves St., Dallas, TX 75235–2095. 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: Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (781) 238–7175, 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 Pratt & Whitney (PW) JT8D series turbofan engines was published in the **Federal Register** on

January 22, 1998 (63 FR 3483). That action proposed to require, at the next shop visit after the effective date of the AD, a one-time visual and eddy current inspection of compressor disks to detect arc burn damage and if appropriate, repair of the damaged area.

After publication of that notice of proposed rulemaking (NPRM), the FAA received a comment from the manufacturer stating that a drawdown schedule for removal of affected disks should be added to the proposed rule to maintain an acceptable level of safety, instead of requiring the inspection at the next shop visit. The FAA concurred and added a drawdown schedule of 3,000 cycles in service (CIS) after the effective date of this AD, or the next shop visit, whichever occurs first, to the supplemental NPRM (SNPRM), published May 15, 1998 (63 FR 27002), which reopened the comment period.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received in response to both the original NPRM published in January 1998 and the subsequent SNPRM published in May 1998.

One commenter to the original NPRM states that maintenance done in a shop that could otherwise been done on-wing should be excluded from the shop visit definition of this AD. The FAA concurs. This change to the definition of the term ''shop visit'' was incorporated into the SNPRM.

One commenter states that the final rule should reassess the drawdown interval based on the number of disks inspected to date, and require appropriate inspections to occur based on intervals using cycles since potentially arc-burned, instead of cycles from effective date of the AD. The FAA does not concur. The current drawdown interval manages the risks on a fleet-wide basis. While the FAA recognizes that some operators may not exactly fit this model, the FAA has determined that using a fleet-wide basis is an analytically sound approach to manage this unsafe condition. Those operators who wish to develop inspection intervals to fit their operation based on cycles since potentially arc-burned, may do so under the provisions of paragraph (e) of this AD.

One commenter notes that disk, P/N 774407, S/N P60383 is listed twice in table. The FAA concurs and has removed the additional entry as a typographical error.

One commenter requests that clarification of the one-time inspection be included in the AD. The FAA does not concur. The required visual and eddy current inspections must be performed once within 3,000 cycles in service after the effective date of the AD, or at the next shop visit, whichever occurs first, not to exceed 10 years from the effective date of the AD. There is no need for a terminating action as there are no repetitive inspection requirements. The FAA will monitor the inspection results and determine if additional rulemaking action is warranted.

Two commenters state that the repair procedures should be available to the entire industry for incorporation into their approved procedures, rather than only allowing GE Engine Services—Dallas, LP., certificate number RA1R445K of Dallas, Texas. The commenters believe that other facilities are just as qualified to perform the inspections and repairs. The FAA does not concur. The inspection criteria and procedures for finding disk arc burns use a unique and novel technique and therefore operators who want to use an alternate source for compliance to the AD must do so under the provisions of paragraph (e) of the AD.

One commenter believes that manuals should be updated with precautions against using improper fixturing. The FAA does not concur. The FAA has reviewed the engine manuals and determined that the appropriate precautions are already included in the engine manuals.

One commenter states that the economic analysis is incorrect because of the availability of required tooling. The FAA does not concur as these costs do not directly stem from the AD's required actions. The indirect costs associated with performing the maintenance actions required by this AD are not directly related to this proposed rule, and, therefore, are not addressed in the economic analysis for this rule. A full cost analysis for each AD, including such indirect costs, is not necessary since the FAA has already performed a cost benefit analysis when adopting the part 33 (14 CFR part 33) airworthiness requirements to which these engines were originally certificated. A finding that an AD is warranted means that the original design no longer achieves the level of safety specified by those airworthiness requirements, and that other required actions are necessary, as in this case, inspecting and repairing as necessary or removing high pressure compressor disks. Because the original level of safety was already determined to be cost beneficial, these additional requirements needed to return the engine to that level of safety do not add any additional regulatory burden, and, therefore, a full cost analysis would be redundant and unnecessary.

One commenter states that GE Engine Services should be responsible for all costs incurred by operators. Financial responsibility is beyond the scope of this AD; therefore the FAA has no position relative to this comment.

Six commenters state that they have no objection to the rule as proposed.

In addition, the FAA has made an editorial change to paragraph (a) in order to clarify when the inspection requirements of this AD are to be performed. The last sentence is deleted from paragraph (a) and the requirement that affected engines be inspected no later than 10 years from the effective date of the AD added to the first part of the first sentence.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

There are a total of 1,388 compressor disks exposed to improper fixturing during the electrolytic cleaning process. The FAA estimates that 1,054 of these disks currently remain in service in the worldwide fleet, which represents approximately 210 engines. The FAA also estimates that 840 of the disks affected by the AD are installed in engines installed on aircraft of U.S. registry. It will take approximately 30 work hours to accomplish the required actions per disk, and that the average labor rate is $60 per work hour. Required parts would cost approximately $23 per disk. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $1,531,320.

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:

98–21–24 Pratt & Whitney: Amendment 39–10832. Docket 97–ANE–45–AD.

Applicability: Pratt & Whitney (PW) JT8D–1, –1A, –1B, –7, –7A, –7B, –9, –9A, –11, –15, –15A, –17, –17A, –17R, –17AR, –209, –217, –217A, –217C, and –219 model turbofan engines which have a compressor disk installed identified by part number and serial number in Table 1 of this airworthiness directive (AD). These engines are installed on but not limited to Boeing 727 and 737 series, and McDonnell Douglas DC–9 and MD80 series aircraft.

Note 1: This 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 compressor disk cracking from arc burns in tie rod holes, shielding holes, or pressure balance holes, which could lead to a fracture of a compressor disk, resulting in uncontained release of engine fragments, inflight engine shutdown, and airframe damage, accomplish the following:

(a) Within 3,000 cycles in service (CIS) after the effective date of this AD, or at the next shop visit, whichever occurs first, not to exceed 10 years after the effective date of this AD, remove, visually inspect, eddy current inspect, and repair or replace with a serviceable part disks identified by part number (P/N) and serial number (S/N) in Table 1 of this AD in accordance with GE Engine Services—Dallas, LP, Engineering Bulletin (EB) JT8D–025, dated March 27, 1998.

TABLE 1

Stage	P/N	S/N
3	745803	H13469
3	745803	N48096
3	745803	N48361
3	745803	P77936
3	745803	P77942
3	745803	P78298
3	745803	P98041
3	745803	P98334
3	745803	R18766
3	745803	R18989
3	745803	R19227
3	745803	R73555
3	745803	R74156
4	745704	2A3332
4	745704	2A4258
4	745704	G51920
4	745704	H04195
4	745704	J46788
4	745704	J76639
4	745704	K11388
4	745704	K11483
4	745704	K12946
4	745704	K52509
4	745704	K53069
4	745704	L60864
4	745704	L61145
4	777704	B114AA0034
4	777704	B114AA0178
4	777704	B114AA0274
4	777704	BBDUA14597
4	777704	BBDUAH4675
4	777704	BBDUAH7390
4	777704	J77499
4	777704	J94590
4	777704	K43182
4	777704	L81216
4	777704	L81217
4	777704	L81218
4	777704	L81224
4	777704	L81688
4	777704	M40670
4	777704	M44376
4	777704	M44384
4	777704	M53723
4	777704	M53753
4	777704	M53810
4	777704	M53815
4	777704	N30898
4	777704	N30938
4	777704	N30943
4	777704	N30947
4	777704	N30956
4	777704	N53261
4	777704	N53280
4	777704	N53284
4	777704	N53290
4	777704	N53296
4	777704	N53299
4	777704	N53309

TABLE 1—Continued

Stage	P/N	S/N
4	777704	N53317
4	777704	N53324
4	777704	N53337
4	777704	N53340
4	777704	N53347
4	777704	N53355
4	777704	N53356
4	777704	N53361
4	777704	N53364
4	777704	N53366
4	777704	N53373
4	777704	N53388
4	777704	N53390
4	777704	N53392
4	777704	N53397
4	777704	N53402
4	777704	N53405
4	777704	N53407
4	777704	N53409
4	777704	N53411
4	777704	N53413
4	777704	N53416
4	777704	N53419
4	777704	N53426
4	777704	N53434
4	777704	N53437
4	777704	N53438
4	777704	N53449
4	777704	N63635
4	777704	N63637
4	777704	N63646
4	777704	N63651
4	777704	N63696
4	777704	N63704
4	777704	N63718
4	777704	N63736
4	777704	N63740
4	777704	N63745
4	777704	N63803
4	777704	P50018
4	777704	P50025
4	777704	P50036
4	777704	P50050
4	777704	P50054
4	777704	P50083
4	777704	P63990
4	777704	R21906
4	777704	R21930
4	777704	R21985
4	777704	R21991
4	777704	R41366
4	777704	R42431
4	777704	R56904
4	777704	R56911
4	777704	R56932
4	777704	R56948
4	777704	R75603
4	777704	R75635
4	777704	R75644
4	777704	S28269
4	777704	S28335
4	777704	S28336
4	777704	S65405
4	777704	S65417
4	777704	S87903
4	777704	S91630
4	777704	T00466
4	777704	T48099
4	777704	T48101
4	777704	T48105
4	799504	K23796
4	799504	L61578

TABLE 1—Continued

Stage	P/N	S/N
4	799504	L61597
4	799504	L89794
4	799504	M77214
4	799504	N06109
4	799504	N06248
4	799504	N06731
4	799504	N06908
4	799504	N06911
4	799504	N32484
4	799504	N32493
4	799504	N32514
4	799504	N33627
4	799504	N33880
4	799504	N34238
4	799504	N89280
4	799504	N89817
4	799504	N90599
4	799504	N90812
4	799504	N90849
4	799504	P45299
4	799504	P45435
4	799504	R23598
4	799504	R23753
4	799504	R24022
4	799504	R24310
4	799504	R24543
4	799504	S07095
4	799504	S07147
4	799504	S07164
4	799504	S07250
4	799504	S58162
4	799504	S58237
4	799504	T02774
4	799504	T02897
4	799504	T03020
4	799504	T03027
4	799504	T03038
4	799504	T03047
7	701407	7Z5379
7	766007	G11181
7	774407	B207AA0057
7	774407	B207AA0164
7	774407	B207AA0224
7	774407	B207AA0270
7	774407	B207AA0546
7	774407	B207AA0719
7	774407	B207AA0757
7	774407	B207AA0768
7	774407	B207AA0775
7	774407	B207AA0913
7	774407	BENCAH1914
7	774407	BENCAH4273
7	774407	BENCAJ5690
7	774407	BENCAK1601
7	774407	BENCAK5082
7	774407	BENCAK5701
7	774407	BENCAK6044
7	774407	BENCAK6586
7	774407	G78791
7	774407	H19147
7	774407	H75592
7	774407	J08985
7	774407	J17315
7	774407	J17370
7	774407	J72117
7	774407	J93428
7	774407	J93669
7	774407	K78068
7	774407	K78149
7	774407	K78378
7	774407	L23953
7	774407	L71885

TABLE 1—Continued

Stage	P/N	S/N
7	774407	L71922
7	774407	L72170
7	774407	L72261
7	774407	M38646
7	774407	M44626
7	774407	M60192
7	774407	M78767
7	774407	M83783
7	774407	M93487
7	774407	M93549
7	774407	N24007
7	774407	N24131
7	774407	N58891
7	774407	N58905
7	774407	N59040
7	774407	N70414
7	774407	N88273
7	774407	N88281
7	774407	N88306
7	774407	N93477
7	774407	N95003
7	774407	P14688
7	774407	P14851
7	774407	P16547
7	774407	P35320
7	774407	P35374
7	774407	P35475
7	774407	P54474
7	774407	P54594
7	774407	P60383
7	774407	P81375
7	774407	P81382
7	774407	P86353
7	774407	R19478
7	774407	R31305
7	774407	R37450
7	774407	R46879
7	774407	R46934
7	774407	R57593
7	774407	R57744
7	774407	R57769
7	774407	R72169
7	774407	R72236
7	774407	R81458
7	774407	R81507
7	774407	R81527
7	774407	R81612
7	774407	R90895
7	774407	S05652
7	774407	S13843
7	774407	S14099
7	774407	S14103
7	774407	S36805
7	774407	S36885
7	774407	S36896
7	774407	S36994
7	774407	S36995
7	774407	S37166
7	774407	S37554
7	774407	T04613
7	774407	T04687
7	774407	T04739
7	774407	T04806
7	774407	T04812
7	774407	T04814
7	774407	T04837
7	774407	T04843
7	774407	T04885
7	774407	T04903
7	774407	T04960
7	774407	T05000
7	774407	T05108

TABLE 1—Continued

Stage	P/N	S/N
7	5006007–02	BENCAK9696
7	5006007–02	BENCAK9900
7	5006007–02	BENCAL0760
7	5006007–02	BENCAL1937
7	5006007–02	BENCAL4577
7	5006007–02	BENCAL5766
7	5006007–01	AA0297
7	5006007–01	B207AA0069
7	5006007–01	B207AA0135
7	5006007–01	B207AA0155
7	5006007–01	B207AA0172
7	5006007–01	B207AA0177
7	5006007–01	B207AA0354
7	5006007–01	B207AA0355
7	5006007–01	B207AA0421
7	5006007–01	B207AA0493
7	5006007–01	B207AA0533
7	5006007–01	B207AA0571
7	5006007–01	B207AA0684
7	5006007–01	B207AA0756
7	5006007–01	B207AA0811
7	5006007–01	BENCAH3454
7	5006007–01	BENCAH4003
7	5006007–01	BENCAH4004
7	5006007–01	BENCAH4371
7	5006007–01	BENCAH4373
7	5006007–01	BENCAH4794
7	5006007–01	BENCAH4797
7	5006007–01	BENCAH5400
7	5006007–01	BENCAH5401
7	5006007–01	BENCAJ8559
7	5006007–01	BENCAJ8585
7	5006007–01	BENCAJ8614
7	5006007–01	BENCAJ8626
7	5006007–01	BENCAJ8656
7	5006007–01	BENCAJ9106
7	5006007–01	BENCAK5959
7	5006007–01	BENCAK5963
7	5006007–01	BENCAK9770
7	5006007–01	BENCAK9771
7	5006007–01	BENCAL2683
7	5006007–01	BENCAL3622
7	5006007–01	BENCAL3931
7	5006007–01	K20260
7	5006007–01	K20499
7	5006007–01	K20543
7	5006007–01	N09043
7	5006007–01	N65077
7	5006007–01	N65107
7	5006007–01	N65132
7	5006007–01	N93173
7	5006007–01	N93193
7	5006007–01	P23185
7	5006007–01	P23236
7	5006007–01	P49794
7	5006007–01	P49835
7	5006007–01	P92551
7	5006007–01	P92580
7	5006007–01	R12660
7	5006007–01	R12670
7	5006007–01	R12710
7	5006007–01	R35504
7	5006007–01	R35530
7	5006007–01	R36545
7	5006007–01	R43821
7	5006007–01	R54576
7	5006007–01	R54634
7	5006007–01	R79460
7	5006007–01	R79466
7	5006007–01	R92415
7	5006007–01	R92431
7	5006007–01	R92435

TABLE 1—Continued

Stage	P/N	S/N
7	5006007–01	R92442
7	5006007–01	S11034
7	5006007–01	S11058
7	5006007–01	S11154
7	5006007–01	S11156
7	5006007–01	S11179
7	5006007–01	S11182
7	5006007–01	S11186
7	5006007–01	S11202
7	5006007–01	S11206
7	5006007–01	S56884
7	5006007–01	S56888
7	5006007–01	S56998
7	5006007–01	S57073
7	5006007–01	S57075
7	5006007–01	S57117
7	5006007–01	S57120
7	5006007–01	S57156
7	5006007–01	S57157
7	5006007–01	S57192
7	5006007–01	S57220
7	5006007–01	S57332
7	5006007–01	S57354
7	5006007–01	S57405
7	5006007–01	S57412
7	5006007–01	S57420
7	5006007–01	S57424
7	5006007–01	S57437
7	5006007–01	S57452
7	5006007–01	S57467
7	5006007–01	S57470
7	5006007–01	S57589
8	748608	B208AA0043
8	748608	BENCAK1564
8	748608	H50069
8	748608	H64474
8	748608	H64605
8	748608	J57591
8	748608	J94824
8	748608	M54652
8	748608	M54835
8	748608	N14526
8	748608	N84300
8	748608	P–28517
8	748608	P26161
8	748608	P28493
8	748608	P28504
8	748608	P28505
8	748608	P28511
8	748608	P28542
8	748608	P28614
8	748608	P98885
8	748608	S01079
8	748608	S01090
8	748608	S50742
8	748608	S78049
8	748608	S78056
8	748608	S78100
8	787008	J76875
8	787008	K12869
8	787008	M77087
8	787008	N06806
8	787008	N32406
8	787008	N34151
8	787008	N89336
8	787008	N89554
8	787008	N90392
8	787008	N90682
8	787028	N89693
8	787208	AA0676
8	787208	B07691
8	787208	B228AA0169

TABLE 1—Continued

Stage	P/N	S/N
8	787208	B228AA0242
8	787208	B228AA0288
8	787208	B228AA0389
8	787208	B228AA0426
8	787208	B228AA0537
8	787208	B228AA0576
8	787208	B228AA0638
8	787208	B228AA0641
8	787208	B228AA0746
8	787208	B228AA0859
8	787208	B228AA0866
8	787208	B228AA0878
8	787208	B228AA0905
8	787208	B228AA1070
8	787208	B228AA1117
8	787208	BENCAH0302
8	787208	BENCAH1584
8	787208	BENCAH3448
8	787208	BENCAJ5729
8	787208	BENCAJ8175
8	787208	BENCAJ8767
8	787208	BENCAJ8773
8	787208	BENCAJ8790
8	787208	BENCAJ9142
8	787208	BENCAK4678
8	787208	BENCAK4771
8	787208	BENCAK5470
8	787208	BENCAK6156
8	787208	BENCAK6162
8	787208	BENCAK6398
8	787208	BENCAK8259
8	787208	BENCAK9252
8	787208	BENCAK9261
8	787208	BENCAL2604
8	787208	BENCAL2642
8	787208	BENCAL4344
8	787208	BENCAL7699
8	787208	BENCAL9217
8	787208	J76954
8	787208	K11762
8	787208	K12737
8	787208	K12765
8	787208	L89874
8	787208	M41582
8	787208	M41586
8	787208	M41918
8	787208	M76995
8	787208	M77005
8	787208	M77119
8	787208	N06396
8	787208	N33501
8	787208	N33769
8	787208	N33774
8	787208	N33776
8	787208	N33784
8	787208	N34183
8	787208	N34207
8	787208	N89068
8	787208	N89079
8	787208	N89082
8	787208	N89087
8	787208	N89089
8	787208	N89404
8	787208	N89409
8	787208	N89699
8	787208	N89702
8	787208	N89708
8	787208	N89895
8	787208	N89898
8	787208	N90251
8	787208	N90344
8	787208	N90990

TABLE 1—Continued

Stage	P/N	S/N
8	787208	P43853
8	787208	P43872
8	787208	P43891
8	787208	P43956
8	787208	P43986
8	787208	P44338
8	787208	P45405
8	787208	R23233
8	787208	R23836
8	787208	R23873
8	787208	R24174
8	787208	R24227
8	787208	R24677
8	787208	R24739
8	787208	R24816
8	787208	R24824
8	787208	R91601
8	787208	R91825
8	787208	R91870
8	787208	R91947
8	787208	R92114
8	787208	R92308
8	787208	S07578
8	787208	S07629
8	787208	S07758
8	787208	S07768
8	787208	S07775
8	787208	S39269
8	787208	S39468
8	787208	S39513
8	787208	S39638
8	787208	S39655
8	787208	S39663
8	787208	S39753
8	787208	S39822
8	787208	S39837
8	787208	S39951
8	787208	S39973
8	787208	S39995
8	787208	S40027
8	787208	S40038
8	787208	S40077
8	787208	S40079
8	787208	S40095
8	789608	H03942
8	789608	J21516
8	792038	B228AA0039
8	792038	BENCAJ8836
8	797938	B228AA0487
8	797938	B228AA1034
8	797938	BENCAJ8910
8	797938	BENCAL5921
8	797938	N06290
8	797938	N33267
8	797938	N90703
8	797938	N90970
8	797938	S70436
8	797938	T03512
8	5005008–01	T03421
8	5005808–01	B228AA0052
8	5005808–01	B228AA0287
8	5005808–01	B228AA0405
8	5005808–01	B228AA0490
8	5005808–01	B228AA0519
8	5005808–01	BENCAH1577
8	5005808–01	L60763
8	5005808–01	M77630
8	5005808–01	N06193
8	5005808–01	N32395
8	5005808–01	N32524
8	5005808–01	N33073
8	5005808–01	N33304

TABLE 1—Continued

Stage	P/N	S/N
8	5005808–01	N33466
8	5005808-01	N89447
8	5005808-01	N89464
8	5005808-01	P44800
8	5005808-01	P45226
8	5005808-01	R24458
8	5005808-01	R91359
8	5005808-01	R91787
8	5005808-01	S07967
8	5005808-01	S70327
8	5005808-01	S70429
8	5005808-01	S70463
8	5005808-01	S70494
8	5005808-01	S70520
8	5005808-01	T03317
8	5005808-01	T03452
8	5005808-01	T03476
8	5005808-01	T03506
8	5005808-01	T03549
8	5006008-01	R24001
9	701509	5A1936
9	701509	J89101
9	701509	L56782
9	701509	L85804
9	701509	M09404
9	701509	M73608
9	701509	M84236
9	701509	N02058
9	701509	N02998
9	701509	N209AA0242
9	701509	N209AA0246
9	701509	N209AA0323
9	701509	N209AA0418
9	701509	N209AA0634
9	701509	N22582
9	701509	N56942
9	701509	N56952
9	701509	N79878
9	701509	N97637
9	701509	N97707
9	701509	N98354
9	701509	N99323
9	701509	NENCAH0592
9	701509	NENCAH0697
9	701509	NENCAH0883
9	701509	NENCAH1173
9	701509	NENCAH1422
9	701509	NENCAH1432
9	701509	P11303
9	701509	P11463
9	701509	P12707
9	701509	P52176
9	701509	P52596
9	701509	P52608
9	701509	P97654
9	701509	P97704
9	701509	P98673
9	701509	R18109
9	701509	R18342
9	701509	R18385
9	701509	R45763
9	701509	R45850
9	701509	R46297
9	701509	R46394
9	701509	R46403
9	701509	R72835

TABLE 1—Continued

Stage	P/N	S/N
9	701509	R72839
9	701509	R72846
9	701509	R73002
9	701509	R74484
9	701509	S00704
9	701509	S00765
9	701509	S00824
9	701509	S00886
9	701509	S00909
9	701509	S00910
9	701509	S18837
9	701509	S18941
9	701509	S19027
9	701509	S50340
9	701509	S70059
9	701509	S77627
9	701509	S77671
9	701509	S77784
9	701509	S77809
9	701509	T18893
9	701509	T18909
9	701509	T27458
9	701509	T27587
9	739509	H17622
9	772509	K23758
9	772509	K24989
9	772509	K86136
9	772509	L15428
9	772509	M40393
9	772509	M40397
9	772509	N42380
9	772509	N56529
9	772509	N79955
9	772509	N79970
9	772509	N80784
9	772509	N96815
9	772509	N96816
9	772509	N96904
9	772509	N96905
9	772509	N97800
9	772509	N97806
9	772509	N99352
9	772509	N99353
9	772509	N99362
9	772509	N99367
9	772509	N99368
9	772509	N99376
9	772509	P11398
9	772509	P11407
9	772509	P11411
9	772509	P11414
9	772509	P11419
9	772509	P12231
9	772509	P76976
9	772509	P76987
9	772509	P76990
9	772509	P76992
9	772509	P76994
9	772509	R17787
9	772509	S01222
9	772509	S02183
9	772509	S50825
9	798509	AA0579
9	798509	B209AA0068
9	798509	B209AA0086
9	798509	B209AA0100

TABLE 1—Continued

Stage	P/N	S/N
9	798509	B209AA0103
9	798509	B209AA0105
9	798509	B209AA0185
9	798509	B209AA0261
9	798509	B209AA0304
9	798509	B209AA0364
9	798509	B209AA0420
9	798509	B209AA0429
9	798509	B209AA0434
9	798509	B209AA0461
9	798509	B209AA0518
9	798509	B209AA0542
9	798509	B209AA0551
9	798509	B209AA0619
9	798509	B209AA0632
9	798509	B209AA0649
9	798509	B209AA0707
9	798509	BENCAH2176
9	798509	BENCAJ6152
9	798509	BENCAJ9319
9	798509	BENCAJ9337
9	798509	BENCAJ9348
9	798509	BENCAJ9359
9	798509	BENCAJ9366
9	798509	BENCAK0166
9	798509	BENCAK4404
9	798509	BENCAK4409
9	798509	BENCAL0725
9	798509	BENCAL2575
9	798509	BENCAL4022
9	798509	BENCAL6238
9	798509	N03324
9	798509	N42399
9	798509	N42401
9	798509	N56700
9	798509	N97809
9	798509	N99501
9	798509	P53159
9	798509	P77576
9	798509	R72583
9	798509	R73591
9	798509	R74285
9	798509	S02121
9	798509	S02165
9	798509	S79341
9	798509	S79364
9	798509	S79409
9	798509	S79414
9	798509	S94376
9	798509	S94384
9	798509	S94391
10	770510	G80186
10	772510	B210AA0003
10	772510	B210AA0024
10	772510	B210AA0062
10	772510	B210AA0128
10	772510	B210AA0263
10	772510	B210AA0339
10	772510	B210AA0398
10	772510	B210AA0520
10	772510	B210AA0538
10	772510	B210AA0549
10	772510	B210AA0563
10	772510	B210AA0619
10	772510	B210AA0684

TABLE 1—Continued

Stage	P/N	S/N
10	772510	B210AA0727
10	772510	B210AA0744
10	772510	B210AA0785
10	772510	B210AA0860
10	772510	B210AA0862
10	772510	B210AA0956
10	772510	B210AA0984
10	772510	B210AA1073
10	772510	B210AA1081
10	772510	B210AA1137
10	772510	BENCAH1958
10	772510	BENCAH2165
10	772510	BENCAH2280
10	772510	BENCAJ5741
10	772510	BENCAJ9159
10	772510	BENCAJ9705
10	772510	BENCAJ9757
10	772510	BENCAJ9767
10	772510	BENCAJ9773
10	772510	BENCAJ9805
10	772510	BENCAK4597
10	772510	BENCAK5154
10	772510	BENCAK5350
10	772510	BENCAK5735
10	772510	BENCAK5773
10	772510	BENCAK6465
10	772510	BENCAK9082
10	772510	BENCAK9123
10	772510	BENCAK9429
10	772510	BENCAK9434
10	772510	BENCAL1600
10	772510	BENCAL1635
10	772510	BENCAL2434
10	772510	BENCAL3279
10	772510	BENCAL5558
10	772510	BENCAL6141
10	772510	BENCAL6373
10	772510	H17769
10	772510	H32904
10	772510	H34713
10	772510	H57950
10	772510	H76378
10	772510	K56398
10	772510	K66132
10	772510	K86040
10	772510	L15008
10	772510	L32061
10	772510	L55910
10	772510	L56859
10	772510	L86006
10	772510	M10588
10	772510	M10987
10	772510	M39587
10	772510	M39591
10	772510	M49011
10	772510	M49358
10	772510	M49359
10	772510	M73918
10	772510	M86490
10	772510	N02251
10	772510	N02274
10	772510	N11091
10	772510	N22833
10	772510	N42134
10	772510	N56280
10	772510	N57181
10	772510	N57382
10	772510	N57418
10	772510	N57437
10	772510	N80225
10	772510	N80703
10	772510	N80716

TABLE 1—Continued

Stage	P/N	S/N
10	772510	N80718
10	772510	N81110
10	772510	N81114
10	772510	N81474
10	772510	N97025
10	772510	N97067
10	772510	N97527
10	772510	N97553
10	772510	N97574
10	772510	N97591
10	772510	N97832
10	772510	N98539
10	772510	N98750
10	772510	N98764
10	772510	N98768
10	772510	N98798
10	772510	P11004
10	772510	P11017
10	772510	P11029
10	772510	P11039
10	772510	P11087
10	772510	P11094
10	772510	P11101
10	772510	P11562
10	772510	P11575
10	772510	P11834
10	772510	P12009
10	772510	P12612
10	772510	P12615
10	772510	P12645
10	772510	P12648
10	772510	P51452
10	772510	P51454
10	772510	P51833
10	772510	P51883
10	772510	P52238
10	772510	P53116
10	772510	P53207
10	772510	P53327
10	772510	P76886
10	772510	P76891
10	772510	P77070
10	772510	P77161
10	772510	P77180
10	772510	P77423
10	772510	P77618
10	772510	P77663
10	772510	P77668
10	772510	P77744
10	772510	P77752
10	772510	P97017
10	772510	P98117
10	772510	P98258
10	772510	P98840
10	772510	R18022
10	772510	R18124
10	772510	R18611
10	772510	R18665
10	772510	R19275
10	772510	R46329
10	772510	R46679
10	772510	R72606
10	772510	R72615
10	772510	R72617
10	772510	R72874
10	772510	R73345
10	772510	R74396
10	772510	S01267
10	772510	S01277
10	772510	S01369
10	772510	S01501
10	772510	S01631

TABLE 1—Continued

Stage	P/N	S/N
10	772510	S01680
10	772510	S19280
10	772510	S19293
10	772510	S19294
10	772510	S19298
10	772510	S19328
10	772510	S19440
10	772510	S19447
10	772510	S19458
10	772510	S19467
10	772510	S19486
10	772510	S19512
10	772510	S51089
10	772510	S51144
10	772510	S51176
10	772510	S51210
10	772510	S78237
10	772510	S78294
10	772510	S78298
10	772510	S78318
10	772510	S78439
10	772510	S78464
10	772510	S78511
10	772510	S78623
10	772510	S78642
10	772510	S78724
10	772510	T19014
10	772510	T19091
10	772510	T19152
10	772510	T19169
10	772510	T28070
10	772510	T28091
10	772510	T28136
10	772510	T28138
10	772510	T49026
10	772510	T49044
10	772510	T49055
10	772510	T49068
10	772510	T49089
11	701411	G29388
11	701411	G43952
11	769611	H16901
11	772511	AA0065
11	772511	B211AA0047
11	772511	B211AA0157
11	772511	B211AA0171
11	772511	B211AA0263
11	772511	B211AA0301
11	772511	B211AA0349
11	772511	B211AA0356
11	772511	B211AA0517
11	772511	B211AA0529
11	772511	B211AA0599
11	772511	B211AA0622
11	772511	B211AA0624
11	772511	B211AA0705
11	772511	B211AA0798
11	772511	B211AA0823
11	772511	B211AA0945
11	772511	B211AA1004
11	772511	B211AA1107
11	772511	B211AA1166
11	772511	B211AA1212
11	772511	B211AA1292
11	772511	B211AA1360
11	772511	BENCAH0264
11	772511	BENCAH2171
11	772511	BENCAH5424
11	772511	BENCAJ8130
11	772511	BENCAK0910
11	772511	BENCAK7121
11	772511	BENCAK7336

TABLE 1—Continued

Stage	P/N	S/N
11	772511	BENCAK7407
11	772511	BENCAK7412
11	772511	BENCAK7417
11	772511	BENCAK7523
11	772511	BENCAL2881
11	772511	BENCAL2959
11	772511	BENCAL3030
11	772511	H58238
11	772511	H99450
11	772511	J24528
11	772511	J68900
11	772511	J88334
11	772511	K24665
11	772511	K35705
11	772511	K85911
11	772511	L15671
11	772511	L30512
11	772511	L84603
11	772511	L84967
11	772511	M11198
11	772511	M11208
11	772511	M40116
11	772511	M49492
11	772511	M49540
11	772511	M49551
11	772511	M61349
11	772511	M61810
11	772511	M61821
11	772511	M61827
11	772511	M73414
11	772511	M86423
11	772511	M86943
11	772511	M87075
11	772511	N02874
11	772511	N03522
11	772511	N21358
11	772511	N22738
11	772511	N41160
11	772511	N41282
11	772511	N41646
11	772511	N41748
11	772511	N42587
11	772511	N42774
11	772511	N56399
11	772511	N56596
11	772511	N57323
11	772511	N57878
11	772511	N57899
11	772511	N57939
11	772511	N57953
11	772511	N80541
11	772511	N80554
11	772511	N80580
11	772511	N81408
11	772511	N93700
11	772511	N96929
11	772511	N96947
11	772511	N96955
11	772511	N97354
11	772511	N97368
11	772511	N97956
11	772511	N97977
11	772511	N98242
11	772511	N98245
11	772511	N98573
11	772511	N98587
11	772511	N98612
11	772511	N98949
11	772511	N98963
11	772511	N98974
11	772511	N98976
11	772511	N98981

TABLE 1—Continued

Stage	P/N	S/N
11	772511	N98985
11	772511	N99526
11	772511	N99535
11	772511	N99551
11	772511	N99553
11	772511	N99564
11	772511	N99590
11	772511	P03620
11	772511	P11615
11	772511	P11637
11	772511	P11959
11	772511	P11981
11	772511	P12385
11	772511	P12387
11	772511	P12399
11	772511	P12743
11	772511	P12777
11	772511	P12930
11	772511	P51979
11	772511	P52109
11	772511	P52732
11	772511	P52903
11	772511	P52910
11	772511	P76731
11	772511	P76820
11	772511	P76832
11	772511	P76857
11	772511	P77637
11	772511	P77642
11	772511	P97786
11	772511	R05382
11	772511	R05539
11	772511	R05747
11	772511	R29690
11	772511	R29884
11	772511	R30070
11	772511	R30119
11	772511	R30137
11	772511	R30157
11	772511	R30194
11	772511	R30226
11	772511	R30258
11	772511	R30313
11	772511	R30429
11	772511	R30504
11	772511	R30534
11	772511	R30617
11	772511	R30625
11	772511	R30808
11	772511	R30810
11	772511	R30906
11	772511	R30941
11	772511	R30993
11	772511	R31009
11	772511	R31035
11	772511	R31073
11	772511	R31118
11	772511	R46248
11	772511	R46361
11	772511	S03667
11	772511	S03741
11	772511	S03745
11	772511	S03805
11	772511	S04156
11	772511	S04451
11	772511	S04460
11	772511	S04473
11	772511	S04542
11	772511	S04543
11	772511	S04557
11	772511	S04564
11	772511	S04582

TABLE 1—Continued

Stage	P/N	S/N
11	772511	S04649
11	772511	S80373
11	772511	S80389
11	772511	S80465
11	772511	S80547
11	772511	S80588
11	772511	S80617
11	772511	S80682
11	772511	S80740
11	772511	S80765
11	772511	T22044
11	772511	T22052
11	772511	T22099
11	772511	T22202
11	772511	T22236
11	772511	T22261
11	772511	T22353
11	772511	T22378
11	772511	T22395
11	772511	T22405
11	772511	T22521
11	772511	T22533
11	772511	T22593
11	772511	T22608
11	772511	T22653
11	772511	T22797
11	772511	T22835
11	772511	T22873
11	772511	T22895
11	772511	T22949
11	772511	T23006
12	717312	2B1946
12	717312	3A7441
12	772512	B212AA0565
12	772512	B212AA0864
12	772512	H58261
12	772512	H58448
12	772512	J23046
12	772512	J68527
12	772512	J89283
12	772512	K04097
12	772512	K23952
12	772512	K23992
12	772512	K35819
12	772512	K55628
12	772512	K55951
12	772512	K56079
12	772512	K66470
12	772512	K66500
12	772512	K86442
12	772512	K86447
12	772512	L15502
12	772512	L30899
12	772512	L31589
12	772512	L32003
12	772512	L56276
12	772512	L56294
12	772512	L56303
12	772512	L56308
12	772512	L56886
12	772512	L85095
12	772512	L86236
12	772512	M10233
12	772512	M10966
12	772512	M40081
12	772512	M49574
12	772512	M49665
12	772512	M73392
12	772512	M84838
12	772512	N02466
12	772512	N03990
12	772512	N21261

TABLE 1—Continued

Stage	P/N	S/N
12	772512	N22069
12	772512	N22894
12	772512	N41128
12	772512	N41249
12	772512	N41717
12	772512	N42236
12	772512	N42871
12	772512	N56325
12	772512	N57451
12	772512	N58072
12	772512	N58127
12	772512	N80601
12	772512	N81044
12	772512	N81173
12	772512	N81187
12	772512	N97079
12	772512	N97083
12	772512	N97109
12	772512	N97384
12	772512	N97438
12	772512	N97455
12	772512	N97457
12	772512	N97893
12	772512	N97916
12	772512	N98152
12	772512	N98162
12	772512	N98654
12	772512	N98657
12	772512	N98680
12	772512	N98691
12	772512	N99016
12	772512	N99025
12	772512	N99049
12	772512	N99057
12	772512	N99094
12	772512	N99125
12	772512	P11154
12	772512	P11179
12	772512	P11183
12	772512	P11193
12	772512	P11252
12	772512	P11678
12	772512	P11699
12	772512	P11877
12	772512	P11879
12	772512	P11909
12	772512	P12244
12	772512	P12277
12	772512	P12493
12	772512	P12519
12	772512	P51414
12	772512	P52139
12	772512	P52409
12	772512	P52520
12	772512	P52871
12	772512	P53141
12	772512	P53351
12	772512	P53396
12	772512	P72298
12	772512	P76702
12	772512	P76921
12	772512	P76931
12	772512	P77096
12	772512	P77294
12	772512	P77338
12	772512	P77695
12	772512	P77796
12	772512	P78510
12	772512	P97315
12	772512	R17703
12	772512	R17746
12	772512	R18201

TABLE 1—Continued

Stage	P/N	S/N
12	772512	R18319
12	772512	R18589
12	772512	R19042
12	772512	R45067
12	772512	R45829
12	772512	R46100
12	772512	R46108
12	772512	R46121
12	772512	R46707
12	772512	R52615
12	772512	R72811
12	772512	R73024
12	772512	R73783
12	772512	R74357
12	772512	S01858
12	772512	S01860
12	772512	S01914
12	772512	S01923
12	772512	S01949
12	772512	S01969
12	772512	S01971
12	772512	S01980
12	772512	S01994
12	772512	S02002
12	772512	S02007
12	772512	S19593
12	772512	S19644
12	772512	S19843
12	772512	S51370
12	772512	S51437
12	772512	S51514
12	772512	S51519
12	772512	S51560
12	772512	S51571
12	772512	S78825
12	772512	S78841
12	798512	B212AA0009
12	798512	B212AA0045
12	798512	B212AA0051
12	798512	B212AA0060
12	798512	B212AA0073
12	798512	B212AA0077
12	798512	B212AA0082
12	798512	B212AA0142
12	798512	B212AA0155
12	798512	B212AA0290
12	798512	B212AA0293
12	798512	B212AA0361
12	798512	B212AA0428
12	798512	B212AA0586
12	798512	B212AA0618
12	798512	B212AA0647
12	798512	B212AA0735
12	798512	B212AA0747
12	798512	B212AA0942
12	798512	B212AA0974
12	798512	B212AA1031
12	798512	B212AA1062
12	798512	B212AA1098
12	798512	B212AA1173
12	798512	BENCAH1931
12	798512	BENCAH4104
12	798512	BENCAJ4925
12	798512	BENCAJ6158
12	798512	BENCAJ7821
12	798512	BENCAJ8115
12	798512	BENCAJ9478
12	798512	BENCAJ9497
12	798512	BENCAJ9503
12	798512	BENCAJ9530
12	798512	BENCAJ9617
12	798512	BENCAJ9673

TABLE 1—Continued

Stage	P/N	S/N
12	798512	BENCAK0455
12	798512	BENCAK2377
12	798512	BENCAK4552
12	798512	BENCAK5787
12	798512	BENCAK8605
12	798512	BENCAK9227
12	798512	BENCAL1655
12	798512	BENCAL2487
12	798512	BENCAL4173
12	798512	BENCAL6328
12	798512	BENCAL6602
12	798512	M86993
12	798512	N42703
12	798512	N42708
12	798512	N57617
12	798512	N57629
12	798512	N80087
12	798512	N80088
12	798512	N98138
12	798512	N99136
12	798512	N99144
12	798512	P53305
12	798512	P76909
12	798512	P76916
12	798512	P77722
12	798512	P78317
12	798512	R17334
12	798512	R46556
12	798512	R46562
12	798512	R73201
12	798512	R74214
12	798512	S02217
12	798512	S02254
12	798512	S51853
12	798512	S79575
12	798512	S94530
12	798512	S94534
12	798512	S94538
12	798512	S94539
12	798512	S94569
12	798512	S94579
12	798512	S94590
12	798512	S94615
12	798512	T19187
12	798512	T19213
12	798512	T19220
12	798512	T19242
12	798512	T19277
12	798512	T19292
12	798512	T19314
12	798512	T28638
12	798512	T43059

(b) For the purpose of this AD, a shop visit is defined as an engine removal, where engine maintenance entails separation of pairs of major mating engine flanges or the removal of a disk, hub, or spool regardless of other planned maintenance except where the maintenance is being done in lieu of performing the maintenance on wing.

(c) The accomplishment of the inspections and repairs specified in this AD must be performed at GE Engine Services—Dallas, LP., certificate number RA1R445K of Dallas, Texas. Operators wishing to use another facility to perform the required inspections and repairs must apply for an alternative method of compliance in accordance with paragraph (e) of this AD.

(d) Report the following information on a monthly basis to the Manager of the Engine

Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803–5299; fax (781) 238–7199, Internet: Mark.C.Fulmer@faa.dot.gov. Reporting requirements have been approved by the Office of Management and Budget and assigned OMB control number 2120–0056:

(1) S/N of disks inspected in accordance with paragraph (a) of this AD

(2) S/N of disks found with arc burns and approximate size of the arc burn.

(3) S/N of disks repaired in accordance with paragraph (a) of this AD.

(4) Hours and CIS since last shop visit and total hours and CIS of disks inspected in accordance with paragraph (a) of this AD.

(5) Report to the Manager of the Engine Certification Office, within two business days of finding one of the following conditions as a result of inspecting a disk in accordance with paragraph (a) of this AD:

(i) A crack depth of more than 5 mils.

(ii) More than 2 tie rod holes with cracks.

(iii) Arc burn depth beyond 9 mils.

(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 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.

(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 inspection requirements of this AD can be accomplished.

(g) The actions required by this AD shall be done in accordance with the following GE Engine Services—Dallas, LP, EB:

Document No.	Pages	Date
JT8D–025	1–3	March 27, 1998.

Total Pages: 3.

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 GE Engine Services—Dallas LP, 9311 Reeves St., Dallas, TX 75235–2095. 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.

(h) This amendment becomes effective on November 16, 1998.

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

Ronald L. Vavruska,

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

[FR Doc. 98–27463 Filed 10–15–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–74–AD; Amendment 39–10838; AD 98–21–30]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A300, A310, and A300–600 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A300 series airplanes and all Model A310 and A300–600 series airplanes, that requires repetitive inspections for wear damage of the aft attachment fittings of the articulated seats and dummy tracks in the passenger compartment; and repair, if necessary. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to detect and correct wear damage of the aft attachment fittings of the articulated seats and dummy tracks. Such wear damage could cause the floor panels to sag and result in failure of flight control systems and consequent reduced controllability of the airplane.

DATES: Effective November 20, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 20, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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; telephone (425) 227–2110; fax (425) 227–1149.

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 certain Airbus Model A300 series airplanes and all Model A310 and A300–600 series airplanes was published in the **Federal Register** on April 20, 1998 (63 FR 19425). That action proposed to require repetitive inspections for wear damage of the aft attachment fittings of the articulated seats and dummy tracks in the passenger compartment; and repair, if necessary.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the single comment received.

Request To Revise Repair Criteria

The commenter, an operator, suggests that repair is not necessary for wear damage of 1 mm or less. (The proposed AD would have required repair of any damage.) The commenter reports that its current repair procedures, which have been approved by Airbus and the French airworthiness authority, involve repair only when the wear damage exceeds 1 mm. The commenter notes that the service bulletin cited in the proposed AD provides sliding wear/repair limits that allow operators the option to either repair wear damage of 2 mm or less, or continue to inspect until the wear damage exceeds 2 mm. The commenter also states that a wear rate of about 0.1 mm per 1,000 flight cycles is considered normal. Therefore, in order to comply with the AD as proposed, the commenter anticipates that all of its tracks/fittings would require repair for minor wear or replacement because of those normal wear conditions, at an estimated cost of $800,000.

The FAA concurs. Based on information provided by the commenter and clarification provided by the manufacturer and the French airworthiness authority, the FAA has determined that such an adjustment of the repair criteria will represent an appropriate option to operators and still maintain an acceptable level of safety. Paragraphs (c) and (d) of the final rule have been revised accordingly. However, the FAA finds that immediate repair of wear damage that exceeds 1 mm is necessary to maintain an adequate level of safety.

Conclusion

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously. The FAA has determined that these changes will