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 removing amendment 39–9390 (60 FR 52844, October 11, 1995), and by adding a new airworthiness directive (AD), amendment 39–10869, to read as follows:

98–23–05 Boeing: Amendment 39–10869. Docket 97–NM–39–AD. Supersedes AD 95–21–05, Amendment 39–9390.

Applicability: Model 767 series airplanes, as listed in Boeing Alert Service Bulletin 767–35A0029, dated January 30, 1997; certificated in any category.

Note 1: This AD applies to each airplane 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 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 wire chafing and subsequent electrical arcing in the vicinity of the stowage box for the captain's oxygen mask, which could result in a fire in the flight compartment, accomplish the following:

Restatement of Requirements of AD 95–21–05

(a) For Model 767 series airplanes having line positions 2 through 589 inclusive except VA801 through VA810 inclusive, VN684 through VN691 inclusive, and VW701: Within 45 days after October 26, 1995 (the effective date of AD 95–21–05, amendment 39–9390), inspect to detect damage of the wire bundles in the left side of the flight compartment in the vicinity of the stowage box for the captain's oxygen mask, in accordance with Boeing Alert Service Bulletin 767–35A0028, dated September 7, 1995.

(1) If no damage is detected, prior to further flight, install protective sleeving on the wiring, and reroute the wire bundles, in accordance with the alert service bulletin.

(2) If any damage is detected, prior to further flight, accomplish the requirements of paragraphs (a)(2)(i) and (a)(2)(ii) of this AD.

(i) Repair the wiring and perform a continuity check on each repaired wire, in accordance with the alert service bulletin. And

(ii) Install protective sleeving on the wiring and reroute the wire bundles, in accordance with the alert service bulletin.

New Requirements of This AD

(b) For all airplanes: Within 18 months after the effective date of this AD, modify the airplane wiring in the vicinity of the captain's and first officer's consoles, in accordance with Boeing Alert Service Bulletin 767–35A0029, dated January 30, 1997, or Revision 1, dated June 25, 1998. Accomplishment of this modification constitutes terminating action for the inspection requirements 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, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(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 actions shall be done in accordance with Boeing Alert Service Bulletin 767–35A0028, dated September 7, 1995; or Boeing Alert Service Bulletin 767–35A0029, dated January 30, 1997; or Boeing Alert Service Bulletin 767–35A0029, Revision 1, dated June 25, 1998.

(1) The incorporation by reference of Boeing Alert Service Bulletin 767–35A0028, dated September 7, 1995, was approved previously by the Director of the Federal Register, as of October 26, 1995 (60 FR 52844, October 11, 1995).

(2) The incorporation by reference of Boeing Alert Service Bulletin 767–35A0029, dated January 30, 1997, and Boeing Alert Service Bulletin 767–35A0029, Revision 1, dated June 25, 1998, is approved by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(3) Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. 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.

(f) This amendment becomes effective on December 10, 1998.

Issued in Renton, Washington, on October 29, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–29589 Filed 11–4–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–ANE–60–AD; Amendment 39–10870; AD 98–23–06]

RIN 2120–AA64

Airworthiness Directives; General Electric Aircraft Engines CJ610 Turbojet and CF700 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 Aircraft Engines (GEAE) CJ610 series turbojet and CF700 series turbofan engines. This action requires operators to remove and replace with serviceable parts unapproved combustion liner assemblies prior to further flight. This amendment is prompted by findings that unapproved combustion liner assemblies are installed on the affected engines. The actions specified in this AD are intended to prevent combustor

liner cracking at multiple locations, progressing to liner fragmenting and combustor casing burnthrough, which could result in an engine fire.

DATES: Effective November 20, 1998.

Comments for inclusion in the Rules Docket must be received on or before January 4, 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–60–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.

FOR FURTHER INFORMATION CONTACT: Eugene Triozzi, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (781) 238–7148, fax (781) 238–7199.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration has received reports of premature cracking of unapproved combustor liner assemblies, part number (P/N) 6008T94G03, installed on General Electric Aircraft Engines (GEAE) CJ610 series turbojet and CF700 series turbofan engines. The investigation revealed that combustor liners were repaired using unapproved inner and outer shells manufactured using a substituted material, and with cooling slots, dilution holes, and other geometric features that do not conform to approved drawing requirements, resulting in increased stress levels at these features. The substituted material or the increased stress levels or both can result in reduced combustor life. In addition, because the potential crack origin sites occur at multiple locations surrounding the combustor, including liner cooling slots and dilution holes, adjacent cracks may combine, resulting in liner holes and hot gas discharge from the combustor. Analyses supported by inspections of parts have revealed that unapproved liners will have an unknown service life that could be significantly lower than the inspection interval requirements for approved combustor liners. The FAA has identified 38 combustor liners, identified by serial number (S/N), known to have been repaired using inner or outer shells manufactured by an unknown manufacturer using unknown processes and materials. The FAA has also identified additional combustor liners, with unknown S/N markings, that were repaired in the same way, by a particular certificated repair station. This condition, if not corrected, could result in combustor liner cracking at multiple locations, progressing to liner fragmenting and combustor casing burnthrough, which could result in an engine fire.

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 combustor liner failure. This AD requires removal and replacement of unapproved combustion liner assemblies with serviceable parts prior to further flight.

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 thisAD 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–60–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, 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:

98–23–06 General Electric Aircraft Engines: Amendment 39–10870. Docket 98–ANE–60–AD.

Applicability: General Electric Aircraft Engines (GEAE) CJ610 series turbojet and CF700 series turbofan engines, with combustor liner assemblies, part number (P/N) 6008T94G03, identified by serial number (S/N) or otherwise specified in Appendix 1 of this AD, installed. These engines are installed on but not limited to the following aircraft: Dassault-Aviation Fan Jet Falcon 20 series, Sabreliner NA265 series, Learjet 20

series, Israel Aircraft Industries Westwind series, Hansa Jet, Aero Commander Jet Commander.

APPENDIX 1.—SERIAL NUMBER COMBUSTION LINERS (SORTED ALPHANUMERICALLY)

1763	GGM82
181	GGM830
1939	GGMB7019
318–1	GGMH2135
318–2	GGMM1218
35	GKAPL77
497	OG2250
564	ST000891
900206	ST00247
910205	ST00276
GGM00028	ST00303
GGM00518	ST00391
GGM00536	ST00488
GGM00585	ST00623
GGM00893	ST00808
GGM59515	ST00840
GGM59675	ST00896
GGM59801	ST01042
GGM60028	ST01142

Additional Liners, With Serial Number Markings Unknown

Any other serial number combustion liner, part number 6008T94G03, following repair or overhaul which included installation of inner shell, P/N 5016T30G02, or installation of outer shell, P/N 6008T95G01, during the period from May 16, 1997, through February 13, 1998, and if approved for return to service by: The Jet Engine Shop (also known as 3d Industries, or 3DI, or identified by Certificate Number CRS J3DR866N), 4553 Keller Springs Road, Dallas, Texas 75248.

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 combustor liner cracking at multiple locations, progressing to liner fragmenting and combustor casing burnthrough, which could result in an engine fire, accomplish the following:

(a) Prior to further flight, for any combustor liner identified by serial number (S/N), or otherwise identified in Appendix 1 of this AD, remove from service and replace with a serviceable part.

(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 record search requirements of this AD can be accomplished.

(d) This amendment becomes effective on November 20, 1998.

Issued in Burlington, Massachusetts, on October 30, 1998.

David A. Downey,

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

[FR Doc. 98–29602 Filed 11–4–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98–AAL–11]

Revision of Class E Airspace; King Salmon, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule modifies Class E airspace at King Salmon, AK. The establishment of Global Positioning System (GPS) instrument approaches to runway (RWY) 11 and RWY 29 at King Salmon, AK, made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at King Salmon, AK.

EFFECTIVE DATE: 0901 UTC, December 3, 1998.

FOR FURTHER INFORMATION CONTACT: Robert van Haastert, Operations Branch, AAL–538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587; telephone number (907) 271–5863; fax: (907) 271–2850; email: Robert.van.Haastert@faa.dot.gov. Internet address: http://162.58.28.41/at or at address http://www.alaska.faa.gov/at.

SUPPLEMENTARY INFORMATION:

History

On June 12, 1998, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at King Salmon, AK, was published in the **Federal Register** (63 FR 32156). The proposal was necessary due to the establishment of GPS instrument approaches to RWY 11 and RWY 29.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No public comments to the proposal were received, thus the rule is adopted as written.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as 700/1200 foot transition areas are published in paragraph 6005 of FAA Order 7400.9F, *Airspace Designations and Reporting Points,* dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1 (63 FR 50139; September 21, 1998). The Class E airspace designations listed in this document will be revised and published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 revises the Class E airspace at King Salmon, AK, due to the establishment of GPS instrument approaches to RWY 11 and RWY 29. The intended effect of this action is to provide adequate controlled airspace for IFR operations at King Salmon, AK.

The FAA has determined that these proposed regulations only involve an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore —(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) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).