

been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent reduced structural integrity of the flight deck frame and adjacent fuselage structure, accomplish the following:

(a) Perform a detailed visual inspection to detect cracks of the top sill joint strap at station 82.5, of the frame at station 113, and of the frame at station 160.5 (left-hand side only) between stringers 13 and 15; and an eddy current inspection to detect cracks of the top sill members at station 82.5. Perform these inspections in accordance with British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 3, dated April 8, 1993; Issue 4, dated August 23, 1996; or Issue 5, dated April 18, 1997; at the time specified in paragraph (a)(1) or (a)(2) of this AD, as applicable. After the effective date of this AD, only Issue 5 shall be used.

(1) For airplanes operating at a maximum cabin differential pressure not exceeding 7.5 pounds per square inch (psi): Perform the inspections at the later of the times specified in paragraphs (a)(1)(i) and (a)(1)(ii) of this AD. Thereafter, repeat these inspections at intervals not to exceed 5,000 landings or 7,500 hours time-in-service, whichever occurs first.

(i) Prior to the accumulation of 20,000 total landings. Or

(ii) Within 1,200 landings or 12 months after April 22, 1996 (the effective date of AD 96-06-07, amendment 39-9544), whichever occurs later.

(2) For airplanes operating at a maximum cabin differential pressure greater than 7.5 psi, but not exceeding 8.2 psi, including those airplanes having incorporated British Aerospace Airbus Limited Modification PM3187: Perform the inspections at the later of the times specified in paragraphs (a)(2)(i) and (a)(2)(ii) of this AD. Thereafter, repeat these inspections at intervals not to exceed 3,500 landings or 5,250 hours time-in-service, whichever occurs first.

(i) Prior to the accumulation of 14,000 total landings. Or

(ii) Within 800 landings or 12 months after April 22, 1996, whichever occurs later.

**Note 2:** British Aerospace Airbus Limited Modification PM3187 increases the cabin differential pressure from the normal 7.5 psi to 8.2 psi. If Modification PM3187 has been incorporated on the airplane, that airplane is considered to be subject to the requirements of paragraph (a)(2) of this AD.

(b) Concurrent with the next detailed visual inspection performed after the effective date of this AD in accordance with paragraph (a) of this AD, perform a one-time visual inspection to determine the type of fasteners installed in the two hole locations specified in Figure 2 of British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 5, dated April 18, 1997.

(1) If bolts are found installed in the two hole locations specified in Figure 2 of the alert service bulletin: Prior to further flight, remove the bolts and perform the eddy current inspection specified in paragraph (a) of this AD to detect cracking of the top sill

members at station 82.5, in accordance with the alert service bulletin. Repeat the detailed visual and eddy current inspections thereafter as specified in paragraph (a)(1) or (a)(2) of this AD, as applicable; in accordance with the alert service bulletin.

(i) If no cracking is detected, prior to further flight, reinstall the bolts.

(ii) If any cracking is detected, prior to further flight, repair in accordance with paragraph (c) of this AD, and reinstall the bolts.

(2) If rivets are found installed in the two hole locations specified in Figure 2 of the alert service bulletin: Prior to further flight, remove the rivets, and perform the eddy current inspection specified in paragraph (a) of this AD to detect cracking of the top sill members at station 82.5, in accordance with the alert service bulletin. Repeat the detailed visual and eddy current inspections thereafter as specified in paragraph (a)(1) or (a)(2) of this AD, as applicable; in accordance with the alert service bulletin.

(i) If no cracking is detected, prior to further flight, oversize the holes specified in Figure 2 of the alert service bulletin, and install bolts in place of the rivets.

(ii) If any cracking is detected, prior to further flight, repair in accordance with paragraph (c) of this AD, oversize the holes specified in Figure 2 of the alert service bulletin, and install bolts in place of the rivets.

**Note 3:** As specified in British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 4, dated August 23, 1996, and Issue 5, dated April 18, 1997, the procedures for the eddy current inspection necessitate removal of the bolts from the holes specified in Figure 2 of the alert service bulletin.

(c) If any crack is found during any inspection required by paragraph (a) or (b) of this AD, prior to further flight, accomplish the requirements of paragraph (c)(1), (c)(2), or (c)(3) of this AD, as applicable.

(1) For cracking of the joint strap, doubler, or angle at the sill joint at station 82.5: Replace the cracked part with a new part in accordance with British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 3, dated April 8, 1993; Issue 4, dated August 23, 1996; or Issue 5, dated April 18, 1997. After the effective date of this AD, only Issue 5 shall be used.

(2) For cracking of the frame at station 113: Repair in accordance with a method approved by either the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, or the Civil Aviation Authority (or its delegated agent).

(3) For cracking of the frame at station 160.5: Repair in accordance with the Structural Repair Manual, as specified in British Aerospace Alert Service Bulletin 53-A-PM5994, Issue 3, dated April 8, 1993; Issue 4, dated August 23, 1996; or Issue 5, dated April 18, 1997. After the effective date of this AD, only Issue 5 shall be used.

(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, International Branch, ANM-116. Operators

shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

**Note 4:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(e) 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.

Issued in Renton, Washington, on December 30, 1998.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 99-180 Filed 1-5-99; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-ANE-76-AD]

RIN 2120-AA64

#### Airworthiness Directives; International Aero Engines AG (IAE) V2500-A1 Series Turbofan Engines

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to International Aero Engines (IAE) V2500-A1 series turbofan engines. This proposal would require initial and repetitive inspections of certain High Pressure Turbine (HPT) stage 1 and stage 2 disks utilizing an improved ultrasonic method when the disks are exposed during a normal shop visit, and if a subsurface anomaly is found, removal from service and replacement with a serviceable part. This proposal is prompted by the results of a stage 1 HPT disk fracture investigation which has identified a population of HPT stage 1 and 2 disks that may have subsurface anomalies formed during a forging process. The actions specified by the proposed AD are intended to prevent

HPT disk fracture, which could result in an uncontained engine failure, and damage to the aircraft.

**DATES:** Comments must be received by February 5, 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-76-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be sent via the Internet using the following address: "9-ad-engineprop@faa.gov". Comments sent via the Internet must contain the docket number in the subject line. Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Rolls-Royce Commercial Aero Engine Limited, P. O. Box 31, Derby, England, DE2488J, Attention: Publication Services ICL-TP; telephone number 011-44-1-33-22-46553; fax number 011-44-1-33-22-46302. This information may be examined at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA.

**FOR FURTHER INFORMATION CONTACT:** Diane Cook, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7133, fax (781) 238-7199.

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this

proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 98-ANE-76-AD." The postcard will be date stamped and returned to the commenter.

**Availability of NPRMs**

Any person may obtain a copy of this NPRM by submitting a request to the FAA, New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-ANE-76-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

**Discussion**

The Federal Aviation Administration (FAA) received a report of an uncontained high pressure turbine (HPT) disk failure on an International Aero Engines (IAE) V2500-A1 series turbofan engine installed on an Airbus A320 series aircraft. Based on the results of the preliminary investigation, which indicated that the fracture initiated from material contamination, the FAA issued airworthiness directive (AD) 98-20-18, which immediately removed from service 6 HPT disks made from the same batch of material as the fractured disk. Further investigation revealed that no material contamination was present in the fracture initiation area of the failed disk. The subsurface defect was a "clean linear" anomaly within the parent material formed during a specific forging process. The current ultrasonic inspection methods utilized during the disk manufacturing of the failed disk may not have been capable of detecting this defect due to its orientation and shape. Therefore, the suspect population has been expanded to include all HPT stage 1 and stage 2 disks manufactured between 1983 and early 1992, using the same specific forging process. HPT disks manufactured after early 1992 are not suspect because a different forging process was utilized. There is a total of 302 disks in this suspect population. This condition, if not corrected, could result in an HPT disk fracture, which could result in a uncontained engine failure, and an inflight engine shutdown.

The FAA has reviewed and approved the technical contents of IAE Service Bulletin (SB) No. V2500-ENG-72-0344, dated December 18, 1998, that describes inspection procedures and criteria for certain stage 1 and 2 HPT disks.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require initial and repetitive inspections of certain stage 1 and stage 2 HPT disks using an improved ultrasonic method whenever the disk is accessible during a shop visit. At this time, only one source is capable of performing the necessary inspection procedure. Therefore, the disks will be sent to this source, as specified in the Service Bulletin, to accomplish the inspections. Those HPT disks rejected at inspection may not be reinstalled and must be replaced with a serviceable part. The actions would be required to be accomplished in accordance with the SB described previously.

There are approximately 302 affected disks installed in engines in the worldwide fleet. The FAA estimates that 38 stage 1 HPT disks and 30 stage 2 HPT disks are installed in 38 engines on aircraft of U.S. registry that would be affected by this proposed AD. The FAA estimates that the shipping cost per disk to the facility which will inspect the disk and its return will be approximately \$140, that the inspection would take approximately 8 work hours per disk to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. On average the disk will be exposed and inspected three times in its service life. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$113,480. The manufacturer has advised the FAA that all costs associated with performing these inspections may be reimbursed to the operator.

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this

action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

#### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

##### § 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

**International Aero Engines AG:** Docket No. 98-ANE-76-AD.

**Applicability:** International Aero Engines AG (IAE) Models V2500-A1 series turbofan engines, installed on Airbus A320 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 (d) 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 high pressure turbine (HPT) disk fracture, which could result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) Ultrasonic inspect for subsurface anomalies those HPT stage 1 and stage 2 disks, with serial numbers listed in Tables 1, 2, 3, and 4 of IAE Service Bulletin (SB) V2500-ENG-72-0344, dated December 18, 1998, at the first opportunity when the engine is disassembled sufficiently to afford access to the High Pressure Turbine (HPT) subassembly, or no later than 10,000 cycles in service (CIS) from the effective date of this AD, whichever occurs first, in accordance with Paragraphs F (1) and (2) of IAE SB V2500-ENG-72-0344, dated December 18, 1998.

(b) Thereafter, repetitively ultrasonic inspect for subsurface anomalies those HPT disks identified in paragraph (a) whenever the engine is disassembled sufficiently to afford access to the HPT subassembly, or no later than 12,000 CIS since last ultrasonic inspection, whichever occurs first, in accordance with Paragraph F (1) and (2) of IAE SB V2500-ENG-72-0344, dated December 18, 1998.

(c) Those HPT disks rejected at inspection may not be reinstalled and must be replaced with a serviceable part.

(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 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.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

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

**Jay J. Pardee,**

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

[FR Doc. 99-254 Filed 1-5-99; 8:45 am]

BILLING CODE 4910-13-U

#### DEPARTMENT OF ENERGY

##### Federal Energy Regulatory Commission

#### 18 CFR Parts 161, 250, and 284

[Docket Nos. RM98-10-000 and RM98-12-000]

#### Regulation of Short-Term Natural Gas Transportation Services Regulation of Interstate Natural Gas Transportation Services; Correction: Order Granting Extension of Time for Filing Comments

December 30, 1998.

**AGENCY:** Federal Energy Regulatory Commission, DOE.

**ACTION:** Correction of order granting extension of time for filing comments.

**SUMMARY:** On December 30, 1998, the Commission published in the **Federal Register** an Order Granting Extension of Time for Filing Comments (63 FR 71806, December 30, 1998) on its Notice of Proposed Rulemaking (NOPR) in Docket No. RM98-10-000 and its Notice of Inquiry (NOI) in Docket No. RM98-12-000 which dealt with the regulation

of short-term and interstate natural gas transportation services. The dates for filing comments which were shown under the **DATES** caption in the preamble are being corrected to provide for one filing date for submitting comments on both the Commission's NOPR and the NOI. This date will conform with the correct date which was shown in the order itself.

**DATES:** Comments on both the NOPR and the NOI are due on or before April 22, 1999.

**ADDRESSES:** Federal Energy Regulatory Commission, 888 First Street, NE, Washington, DC 20426.

**FOR FURTHER INFORMATION CONTACT:** David P. Boergers, Secretary, 888 First Street, NE, Washington, DC 20426.

**Linwood A. Watson, Jr.,**

*Acting Secretary.*

[FR Doc. 99-162 Filed 1-5-99; 8:45 am]

BILLING CODE 6717-01-P

#### DEPARTMENT OF STATE

##### 22 CFR Part 171

[Public Notice 2952]

#### Privacy Act of 1974; Implementation

**AGENCY:** Department of State.

**ACTION:** Proposed rule.

**SUMMARY:** The Department of State proposes to amend its Privacy Act regulations exempting portions of a newly created record system from certain provisions of the Privacy Act of 1974, as amended (5 U.S.C. 552a). Certain portions of the Records of the Office of White House Liaison (STATE-34) contain confidential source information and are exempted from 5 U.S.C. 552a (c)(3), (d), (e)(1), (e)(4) (G), (H) and (I), and (f) pursuant to 5 U.S.C. 552a(k)(5).

**DATES:** Comments must be submitted on or before February 16, 1999.

**ADDRESSES:** Written comments may be mailed or delivered to Rosemary Melendy, Acting Chief, Programs and Policies Division; Office of IRM Programs and Services; Room 1239; Department of State; 2201 C Street, NW; Washington, DC 20520-1512.

**FOR FURTHER INFORMATION CONTACT:** Rosemary Melendy, 202-647-6020.

**SUPPLEMENTARY INFORMATION:** A notice of a proposal to create a new system of records (Public Notice 2953) is published elsewhere in this **Federal Register**. This system principally supports the Office of White House Liaison's role in processing applicants and candidates for non-career