

Dated: February 14, 2005.

**Gilbert Gonzales,**

*Acting Under Secretary, Rural Development.*

[FR Doc. 05-3226 Filed 2-18-05; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2003-NE-59-AD; Amendment 39-13982; AD 2005-04-10]

RIN 2120-AA64

#### **Airworthiness Directives; General Electric Company CT58 Series and Surplus Military T58 Series Turboshaft Engines**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for General Electric Company (GE) CT58-140-1, CT58-140-2, and surplus military T58-GE-5, -10, -100, and -402 turboshaft engines with certain serial numbers (SNs) of stage 1 compressor disks, part number (P/N) 5001T20P01, installed. This AD requires removing certain stage 1 compressor disks from service before reaching a reduced low-cycle-fatigue (LCF) life limit for those affected disks of 2,100 hours time-since-new (TSN) or by December 31, 2008, whichever occurs first. This AD results from two reports of low blade tip clearances in the compressor. We are issuing this AD to prevent LCF cracking and failure of the stage 1 compressor disk, an uncontained engine failure, and damage to the helicopter.

**DATES:** This AD becomes effective March 29, 2005.

**ADDRESSES:** Contact GE Aircraft Engines Customer Support Center, M/D 285, 1 Neumann Way, Evendale, OH 45215, telephone (513) 552-3272; fax (513) 552-3329, e-mail [GEAE.csc@ae.ge.com](mailto:GEAE.csc@ae.ge.com), for the service information identified in this AD.

You may examine the AD docket at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA. You may examine the service information, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/>

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code\_of\_federal\_regulations/  
ibr\_locations.html.*

#### **FOR FURTHER INFORMATION CONTACT:**

Norman Brown, Senior Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone 781-238-7181; fax 781-238-7199.

**SUPPLEMENTARY INFORMATION:** The FAA proposed to amend 14 CFR part 39 with a proposed AD. The proposed AD applies to GE CT58-140-1, CT58-140-2, and surplus military T58-GE-5, -10, -100, and -402 series turboshaft engines with certain SNs of stage 1 compressor disks, P/N 5001T20P01, installed. We published the proposed AD in the **Federal Register** on February 26, 2004 (69 FR 8875). That action proposed to require removing certain stage 1 compressor disks from service before reaching a reduced LCF life limit for those affected disks of 2,100 hours TSN or by December 31, 2008, whichever occurs first.

#### **Examining the AD Docket**

You may examine the AD Docket (including any comments and service information), by appointment, between 8 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays. See **ADDRESSES** for the location.

#### **Comments**

We provided the public the opportunity to participate in the development of this AD. We have considered the comments received, which are all from GE.

#### **Request To Change the Number of U.S. Engines Affected**

One commenter, GE, requests that we change the estimated number of affected engines installed on helicopters of U.S. registry from 45 to 30. The commenter states that this number is a more accurate estimate of engines in the U.S. and affects the total cost of disk replacement by one third. GE bases this quantity change on their engine tracking system.

We agree, and have changed that number in the final rule based on GE's estimate of the number of affected engines.

#### **Request To Add "Surplus Military" Before References to T58**

GE requests that we add "surplus military" before all references to "T58-GE-5", to differentiate those engines from the commercially-designated CT58 engines.

We agree, and have made these changes in the final rule, which

includes surplus military models T58-GE-5, T58-GE-10, -100, and -402.

#### **Request To Change the Unsafe Condition Description**

GE requests that we change the unsafe condition description of "We are issuing this AD to prevent low cycle fatigue (LCF) cracking and failure of the stage 1 compressor disk, an uncontained engine failure, and damage to the helicopter" to "We are issuing this AD to prevent low-cycle-fatigue (LCF) cracking of the stage 1 compressor disk." GE states that they do not consider the condition to be unsafe based on their investigation and analysis of this condition.

We do not agree. We reviewed GE's investigation and engineering analysis data with GE, and concluded there is an unsafe condition that requires an AD. The basis for the unsafe condition description in the proposed AD completes the potential scenario leading to the unsafe condition, should the disk cracking continue to an uncontained disk failure, resulting in damage to the helicopter. Further, our statement of the unsafe condition does not change the compliance requirements of GE Alert Service Bulletin No. 72-A0196. We have made no changes to the AD based on this comment.

#### **Request To Change Wording in the Discussion of the Proposed AD**

GE requests that we change some wording in the discussion of the proposed AD from "An investigation by GE revealed that the tangential positioning of the blade dovetail slot resulted in the high-peak stresses." to "An investigation conducted by GE determined that a defined population of stage 1 compressor disks had non-conforming tangential positioning of the blade dovetail slots, which resulted in high-peak stresses at the disk dovetail slot aft acute corner". GE did not indicate any justification or reason for the proposed change.

We evaluated the change and determined it does offer a more detailed description and points out a nonconformance. However, this discussion information only appears in the proposed AD and not in the final rule, so we have made no change to the AD based on this comment.

#### **Request To Change Requirements Statement**

GE requests that we change the requirements statement from "We are proposing this AD which would require removing certain stage 1 compressor disks from service at or before reaching a reduced LCF life limit of 2,100 hours

TSN or by December 31, 2008, whichever occurs first” to “We are proposing this AD which would require removing certain stage 1 compressor disks from service at or before reaching 2,100 hours TSN or by December 31, 2008, whichever occurs first”. GE states that they recommend compliance with GE Alert Service Bulletin No. 72–A0196. GE also reminds the FAA that the published FAA—approved life limit for P/N 5001T20P01 is 4,000 hours or 9,900 cycles.

We partially agree. GE points out that the published FAA-approved life limit for compressor disks, P/N 5001T20P01, is 4,000 hours or 9,900 cycles, for most of the SN disks with this P/N, while the affected SN population of disks has a reduced life limit of 2,100 hours or December 31, 2008, whichever occurs first. The intent of this AD is to require removing the affected disks that need the reduced life limit because of the nonconformity of those disks. We have changed the requirements statement of this AD to state “This AD requires removing certain stage 1 compressor disks from service at or before reaching a reduced LCF life limit for those affected disks of 2,100 hours TSN or by December 31, 2008, whichever occurs first”.

### Conclusion

We have carefully reviewed the available data, including the comments received, and determined that air safety and the public interest require adopting the AD with the changes described previously. We have determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

### Costs of Compliance

There are about 320 GE CT58–140–1, CT58–140–2, and surplus military T58–GE–5, –10, –100, and –402 series turboshaft engines of the affected design in the worldwide fleet. We estimate that 30 engines installed on helicopters of U.S. registry will be affected by this AD. The action does not impose any additional labor costs. A new disk would cost about \$7,965 per engine. We estimate that the prorated cost of the life reduction will be about \$4,181 per engine. Based on these figures, we estimate the total cost of the AD to U.S. operators to be \$125,430.

### Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more

detail the scope of the Agency’s authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, “General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

### Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect 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.

For the reasons discussed above, I certify that this AD:

- (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.

We prepared a summary of the costs to comply with this AD and placed it in the AD Docket. You may get a copy of this summary by sending a request to us at the address listed under **ADDRESSES**. Include “AD Docket No. 2003–NE–59–AD” in your request.

### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

### Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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. The FAA amends § 39.13 by adding the following new airworthiness directive:

**2005–04–10 General Electric Company:**  
Amendment 39–13982. Docket No. 2003–NE–59–AD.

### Effective Date

(a) This airworthiness directive (AD) becomes effective March 29, 2005.

### Affected ADs

(b) None.

### Applicability

(c) This AD applies to General Electric Company (GE) CT58–140–1, CT58–140–2, and surplus military T58–GE–5, –10, –100, and “402 turboshaft engines with stage 1 compressor disks, part number (P/N) 5001T20P01, that have a serial number (SN) listed in the following Table 1:

**Table 1—Stage 1 Compressor Disk SNs Affected By This AD**

GATD0PD2  
GATH6RWW  
GATH7PR0  
GATH86K2  
GATH8K0P  
GATD0PD3  
GATH6T00  
GATH7PR1  
GATH86K3  
GATH8K0R  
GATD0PD5  
GATH6T01  
GATH7PR2  
GATH86K4  
GATH8K0T  
GATD0PD6  
GATH6T02  
GATH7PR3  
GATH86K5  
GATH8K0W  
GATD0PD7  
GATH6T03  
GATH7PR4  
GATH8A5G  
GATH8K12  
GATD0PD8  
GATH6T04  
GATH7PR5  
GATH8A5H  
GATH8K13  
GATD0PD9  
GATH6T05  
GATH7PR6  
GATH8A5J  
GATH8K14  
GATD0PDA  
GATH7K4K  
GATH7PR7  
GATH8A5K  
GATH8K15  
GATD0PDC  
GATH7K4L  
GATH7PR8  
GATH8A5L  
GATH8K16  
GATH53GC  
GATH7K4M  
GATH7PR9  
GATH8A5M

GATH8K17	GATH8GRH	GATH82RH
GATH53GD	GATH8WD7	GATH8GT8
GATH7K4N	GATH5T78	GATH94R4
GATH7PRA	GATH7KH0	GATH6CDT
GATH8A5N	GATH7PRT	GATH7LC4
GATH8K18	GATH8GRK	GATH82RJ
GATH53GE	GATH8WD8	GATH8HGF
GATH7K4P	GATH5T79	GATH94R6
GATH7PRC	GATH7KH1	GATH6CE0
GATH8A5P	GATH7PRW	GATH7LC5
GATH8K19	GATH8GRL	GATH82RK
GATH53GF	GATH8WD9	GATH8HGG
GATH7K4R	GATH5T7A	GATH94R7
GATH7PRD	GATH7KH2	GATH6CE1
GATH8A5T	GATH7PT0	GATH7LC6
GATH8W7H	GATH8GRM	GATH82RL
GATH53GH	GATH8WDA	GATH8HGH
GATH7K4T	GATH5T7C	GATH94R8
GATH7PRE	GATH7LAL	GATH6CE2
GATH8A5W	GATH7RTP	GATH7LC7
GATH8W7J	GATH8GRN	GATH82RM
GATH53GJ	GATH8WDC	GATH8HGJ
GATH7K5G	GATH5T7D	GATH94R9
GATH7PRF	GATH7LAM	GATH6CE3
GATH8A60	GATH7RTR	GATH7LC8
GATH8W7L	GATH8GRP	GATH82RN
GATH53GK	GATH8WDD	GATH8HGK
GATH7KGH	GATH5T7E	GATH94RA
GATH7PRG	GATH7LAN	GATH6CE4
GATH8A61	GATH7RTT	GATH7M8G
GATH8W7M	GATH8GRR	GATH82RP
GATH5T70	GATH8WDE	GATH8HGL
GATH7K GK	GATH5T7F	GATH94RC
GATH7PRH	GATH7LAP	GATH6CE5
GATH8A62	GATH82R8	GATH7M8H
GATH8W7N	GATH8GRT	GATH82RR
GATH5T71	GATH8WDF	GATH8HGM
GATH7KGL	GATH5T7G	GATH94RD
GATH7PRJ	GATH7LAR	GATH6CE6
GATH8A63	GATH82R9	GATH7M8J
GATH8W7P	GATH8GRW	GATH82RT
GATH5T72	GATH8WDG	GATH8HGN
GATH7KGM	GATH5T7H	GATH94RE
GATH7PRK	GATH7LAT	GATH6CE7
GATH8A64	GATH82RA	GATH7M8K
GATH8W7R	GATH8GT0	GATH82RW
GATH5T73	GATH8WDH	GATH8HGP
GATH7KGN	GATH6CDL	GATH94RF
GATH7PRL	GATH7LAW	GATH6CE8
GATH8A66	GATH82RD	GATH7M8L
GATH8W7T	GATH8GT1	GATH82T0
GATH5T74	GATH8WDJ	GATH8HGR
GATH7KGP	GATH6CDM	GATH94RG
GATH7PRM	GATH7LC0	GATH6CE9
GATH8A67	GATH82RE	GATH7M8M
GATH8WD4	GATH8GT3	GATH82T1
GATH5T75	GATH8WDK	GATH8HGT
GATH7KGR	GATH6CDN	GATH94RJ
GATH7PRN	GATH7LC1	GATH6CEA
GATH8A68	GATH82RF	GATH7M8N
GATH8WD5	GATH8GT5	GATH86JD
GATH5T76	GATH8WDL	GATH8HGW
GATH7KGT	GATH6CDP	GATH94RK
GATH7PRP	GATH7LC2	GATH6CEC
GATH8GRG	GATH82RG	GATH7MLK
GATH8WD6	GATH8GT7	GATH86JE
GATH5T77	GATH94R3	GATH8HH0
GATH7KGW	GATH6CDR	GATH94RN
GATH7PRR	GATH7LC3	GATH6CED

GATH7MLL  
 GATH86JF  
 GATH8HH1  
 GATH94RP  
 GATH6CEE  
 GATH7MLM  
 GATH86JG  
 GATH8HH2  
 GATH94RR  
 GATH6CEF  
 GATH7MLN  
 GATH86JH  
 GATH8HH3  
 GATH94RT  
 GATH6RH8  
 GATH7MLP  
 GATH86JJ  
 GATH8HH4  
 GATH96HF  
 GATH6RH9  
 GATH7MLR  
 GATH86JK  
 GATH8HH5  
 GATH96HG  
 GATH6RHC  
 GATH7MLT  
 GATH86JL  
 GATH8HH6  
 GATH96HK  
 GATH6RHD  
 GATH7MLW  
 GATH86JM  
 GATH8HH7  
 GATH96HL  
 GATH6RHE  
 GATH7MM0  
 GATH86JN  
 GATH8K0H  
 GATH96HM  
 GATH6RHF  
 GATH7MM1  
 GATH86JP  
 GATH8K0J  
 GATH96HN  
 GATH6RHG  
 GATH7MM2  
 GATH86JR  
 GATH8K0K  
 GATH96HR  
 GATH6RHH  
 GATH7MM3  
 GATH86JT  
 GATH8K0L  
 GATH96HT  
 GATH6RHJ  
 GATH7PPT  
 GATH86JW  
 GATH8K0M  
 GATH96HW  
 GATH6RWT  
 GATH7PPW  
 GATH86K0  
 GATH8K0N  
 GATH96J0

These engines are installed on, but not limited to, Agusta S.p.A AS-61N, AS-61N1, Sikorsky S-61L, S-61N, S-61R, and S-61NM helicopters, and the following surplus military helicopters

that have been certified in accordance with sections 21.25 or 21.27 of the Federal Aviation Regulations (14 CFR 21.25 or 21.27): Sikorsky S-61D and S-61V, Glacier CH-3E, Siller CH-3E and SH-3A, and Robinson Crane CH-3C, CH-3E, HH-3C, HH-3E, and Carson S-61L helicopters.

#### Unsafe Condition

(d) This AD results from two reports of low blade tip clearances in the compressor. We are issuing this AD to prevent low-cycle-fatigue (LCF) cracking and failure of the stage 1 compressor disk, an uncontained engine failure, and damage to the helicopter.

#### Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

#### Replacement of Stage 1 Compressor Disks

(f) If you have a stage 1 compressor disk, P/N 5001T20P01, with a SN listed in Table 1 of this AD, replace that stage 1 compressor disk at or before reaching a reduced LCF life limit for those affected disks of 2,100 hours time-since-new (TSN) or by December 31, 2008, whichever occurs first. GE Alert Service Bulletin (ASB) No. CT58 S/B 72-A0196, dated July 24, 2003, contains information on replacing the stage 1 compressor disk.

(g) After the effective date of this AD, do not install any stage 1 compressor disk, P/N 5001T20P01, that has a SN listed in Table 1 of this AD and has 2,100 hours TSN or more, into any engine.

#### Alternative Methods of Compliance

(h) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

#### Material Incorporated by Reference

(i) None.

#### Related Information

(j) GE Alert Service Bulletin No. CT58 S/B 72-A0196, dated July 24, 2003, pertains to the subject of this AD.

Issued in Burlington, Massachusetts, on February 10, 2005.

#### Francis A. Favara,

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*  
 [FR Doc. 05-3190 Filed 2-18-05; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2003-NE-50-AD; Amendment 39-13980; AD 2005-04-08]

RIN 2120-AA64

#### Airworthiness Directives; Hartzell Propeller Inc. Model HC-B3TN-5() T10282() Propellers

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** The FAA is superseding an existing Priority Letter Airworthiness Directive (AD) for Hartzell Propeller Inc. model HC-B3TN-5()/T10282() propellers. That AD currently requires initial and repetitive inspections of the blade pilot tube bore area. This ad requires the same inspections. This AD results from a review of all currently effective ADs. That review determined that Priority Letter AD 88-24-15 was not published in the Federal Register to make it effective to all operators, as opposed to just the operators who received actual notice of the original Priority Letter AD. This AD also results from the discovery that the original AD omitted an airplane model with a certain Supplemental Type Certificate (STC) from the applicability. We are issuing this AD to prevent possible blade failure near the hub which can result in blade separation, engine separation, damage to the airplane, and possible loss of the airplane.

**DATES:** This AD becomes effective March 29, 2005. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of March 29, 2005.

**ADDRESSES:** Contact Hartzell Propeller Inc. Technical Publications Department, One Propeller Place, Piqua, OH 45356; telephone (937) 778-4200; fax (937) 778-4391, for the service information identified in this AD.

You may examine the AD docket at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA. You may examine the service information, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/](http://www.archives.gov/federal_register/)