

**Effective Date**

(a) This airworthiness directive (AD) becomes effective December 1, 2008.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to GE CT58 series turboshaft engines with a compressor spool, part number (P/N) 5920T82G07, 6010T57G07, or 6010T57G08, installed. These engines are installed on, but not limited to, Sikorsky S-61A, S-61L, S-61N, S-61R, S-62, and Columbia 107-II helicopters.

**Unsafe Condition**

(d) This AD results from reports of cracks originating from the inner faces of the locking screw holes in the compressor spool. We are issuing this AD to prevent cracks due to repetitive heavy lift (RHL) missions. Cracks could result in an uncontained rotor burst and damage to, or loss of, the helicopter and serious injuries to any person onboard.

**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.

**Recalculating Compressor Spool Cycles**

(f) Within 30 days after the effective date of this AD, recalculate the life of compressor spools, P/N 5920T82G07, 6010T57G07, or 6010T57G08, using an RHL mission multiplying factor of both 3.7 cycles per hour and 6.0 cycles per hour. GE Alert Service Bulletin CT58 S/B 72-A0162, Revision 12, dated April 17, 2008, contains information on calculating life cycles for the compressor spools.

**Removing Compressor Spools Based on the New Recalculated Cycles**

(g) Before January 1, 2010, remove the compressor spools, P/N 5920T82G07, 6010T57G07, or 6010T57G08, at the earlier of when:

- (1) The compressor spool reaches its part life limit as calculated using an RHL multiplying factor of 3.7, or
- (2) You can see the spool at shop visit after it has reached its part life limit using an RHL multiplying factor of 6.0.

(h) On January 1, 2010 and thereafter, remove the engine before the compressor spool exceeds its part life limit as calculated using an RHL multiplying factor of 6.0.

(i) As of January 1, 2010, don't use an RHL multiplying factor of 3.7 to calculate the life of the compressor spool.

**Installation Prohibition**

(j) After the effective date of this AD, don't install any engine that has a compressor spool installed that meets or exceeds the life limits as calculated in paragraph (g)(1) through (g)(2) or (h) of this AD.

**Alternative Methods of Compliance**

(k) 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.

**Related Information**

(l) GE Alert Service Bulletin CT58 S/B 72-A0162, Revision 12, dated April 17, 2008, pertains to the subject of this AD.

(m) Contact Christopher J. Richards, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: *christopher.j.richards@faa.gov*; telephone (781) 238-7133; fax (781) 238-7199, for more information about this AD.

**Material Incorporated by Reference**

(n) None.

Issued in Burlington, Massachusetts, on October 20, 2008.

**Peter A. White,**

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

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 417**

**[Docket No. FAA-2000-7953; Amendment No. 417]**

**RIN 2120-AG37**

**Licensing and Safety Requirements for Launch**

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

**ACTION:** Final rule; technical amendment.

**SUMMARY:** This action corrects reference errors that appeared in a final rule the FAA published in the **Federal Register** on August 25, 2006. The final rule amended commercial space transportation regulations governing the launch of expendable launch vehicles. In that final rule, the FAA inadvertently referenced incorrect sections. The intent of this action is to correct this minor error in the regulation to ensure the requirement is clear and accurate.

**DATES:** Effective October 27, 2008.

**FOR FURTHER INFORMATION CONTACT:** René Rey, Licensing and Safety Division, AST-200, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7538; e-mail *Rene.Rey@faa.gov*. For questions regarding legal interpretation, contact Laura Montgomery, AGC-200, (202) 267-3150; e-mail *laura.montgomery@faa.gov*.

**SUPPLEMENTARY INFORMATION:** On August 25, 2006, the FAA published a final rule

in the **Federal Register** (71 FR 50537) that, among other changes, amended § 417.25(c)(3). The FAA inadvertently referenced incorrect sections in 14 CFR 417.25(c)(3). As published, this provision requires a post launch report to identify any flight environment not consistent with the maximum predicted environment as required by § 417.307(b) and any measured wind profiles not consistent with the predictions used for the launch, as required by § 417.217(d)(2). These references are incorrect. They should refer launch operators to Appendix D 417.7(b) and Appendix A 417.7(g)(3), respectively.

This amendment will not impose any additional restrictions on operators affected by these regulations.

**Technical Amendment**

This technical amendment corrects the references in § 417.25(c)(3).

**Justification for Immediate Adoption**

Because this action merely corrects a reference made in the published rule, the FAA finds that notice and public comment under 5 U.S.C. 553(b) is not necessary. For the same reason, the FAA finds good cause exists under 5 U.S.C. 553(d) for making this rule effective upon publication.

**List of Subjects in 14 CFR Part 417**

Aviation safety, Reporting and recordkeeping requirements, Rockets, Space transportation and exploration.

■ Accordingly, Title 14 of the Code of Federal Regulations (CFR) part 417 is amended as follows:

**PART 417—LAUNCH SAFETY**

■ 1. The authority citation for part 417 continues to read as follows:

**Authority:** 49 U.S.C. 70101-70121.

■ 2. Amend § 417.25 by revising paragraph (c)(3) to read as follows:

**§ 417.25 Post launch report.**

(c) \* \* \*

(3) For the launch of launch vehicle flown with a flight safety system, identify any flight environment not consistent with the maximum predicted environment as required by D 417.7(b) and any measured wind profiles not consistent with the predictions used for the launch, as required by § 417.7(g)(3); and

\* \* \* \* \*

Issued in Washington, DC on October 22, 2008.

**Pamela Hamilton-Powell,**

*Director, Office of Rulemaking.*

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