0.020 inch, which is below the range of this setup, or they may have small areas of localized corrosion or pitting present. The latter case will result in a reduction in signal strength due to the sound being scattered from the rough surface and may result in a signal that includes echoes from the pits as well as the backwall. The suspect area(s) shall be tested with a Maule ''Fabric Tester'' as specified in Piper Service Bulletin No. 528D or 910A.

10. Record the lift strut inspection in the aircraft log book.

BILLING CODE 4910–13–U

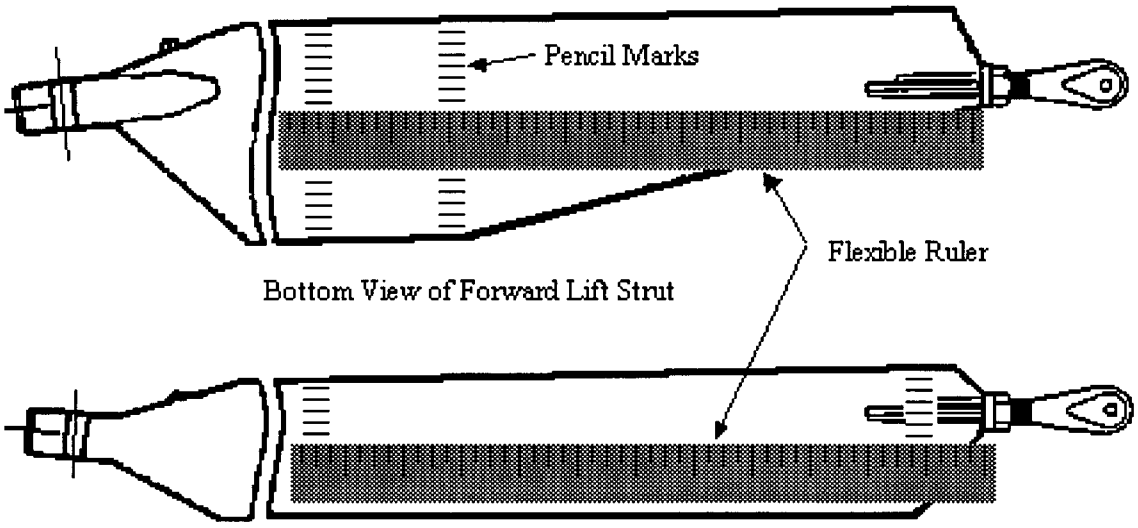

Figure 1

Issued in Kansas City, Missouri, on March 17, 1998.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–7522 Filed 3–23–98; 8:45 am]

BILLING CODE 4910–13–C

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–ANE–02–AD]

RIN 2120–AA64

Airworthiness Directives; Pratt & Whitney PW4000 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 certain Pratt & Whitney PW4000 series turbofan engines. This proposal would require fluorescent penetrant and eddy current inspections of 2nd stage high pressure turbine (HPT) rotating airseals for cracks, removal from service of cracked parts, incorporation of improved 2nd stage HPT rotating airseals, and modification of 2nd stage ring segments and vane clusters to increase cooling flow and reduce stress as terminating action to the inspection requirements. This proposal is prompted by reports of 2nd stage HPT rotating airseal cracking. The actions specified by the proposed AD are intended to prevent 2nd stage HPT rotating airseal cracking, which could result in an uncontained engine failure and damage to the aircraft.

DATES: Comments must be received by May 26, 1998.

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–02–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. 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 Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565–6600, fax (860) 565–4503. 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: Peter White, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (781) 238–7128, 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–02–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–02–AD, 12 New England Executive Park, Burlington, MA 01803–5299.

Discussion

The Federal Aviation Administration (FAA) has received reports of 2nd stage high pressure turbine (HPT) rotating airseal cracking on Pratt & Whitney (PW) Models PW4052, PW4056, PW4060, PW4060A, PW4062, PW4152, PW4156A, PW4158, PW4460, PW4462, PW4164, and PW4168 turbofan engines. These reports of rotating air seal cracking led to the issuance of PW Alert Service Bulletin (ASBs) that describe procedures for inspecting airseals on uninstalled engines. Results of these inspections revealed a widespread cracking problem affecting all of these engine models. Further investigation revealed that the HPT airseals crack due to low cycle fatigue in at least three distinct locations. The causes of these cracks are a combination of excessive thermal and mechanical loading. This condition, if not corrected, could result in HPT airseal cracking, which could result in an uncontained engine failure and damage to the aircraft.

The FAA has reviewed and approved the technical contents of PW ASBs No. PW4ENG A72–628, Revision 1, dated February 17, 1998, and No. PW4G–100–A72–80, Revision 1, dated February 17, 1998, that describe procedures for fluorescent penetrant inspections (FPI) and eddy current inspections (ECI) of HPT airseals for cracks; and PW Service Bulletins (SBs) No. PW4ENG 72–636, dated May 16, 1997, No. PW4G–100–72–93, dated May 22, 1997, No. PW4ENG 72–637, dated May 16, 1997, and No. PW4G–100–72–94, dated May 22, 1997, that describe procedures for modification of 2nd stage ring segments and vane clusters, and incorporation of improved HPT airseals.

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, at the next hot section shop visit and all subsequent hot section shop visits after the effective date of this AD, FPI and ECI of HPT airseals for cracks, and removal from service of cracked parts. Within 6 years after the effective date of this AD, this AD would require modification of 2nd stage ring segments and vane clusters, and incorporation of improved HPT airseals, as terminating action to the inspection requirements. The calendar end-date was determined based upon risk analysis, review of service data, industry capability and parts availability. The actions would be required to be accomplished in accordance with the service documents described previously.

There are approximately 1,720 engines of the affected design in the worldwide fleet. The FAA estimates that 350 engines installed on aircraft of U.S. registry would be affected by this proposed AD, and that it would take no additional time to accomplish the proposed actions. Required parts would cost approximately $57,200 per engine. In addition, these parts will have consumed some portion of their life limits at the time of their removal, so this full cost burden will not be realized. Based on these figures, assuming an average part removal time of 7,000 cycles, the total cost impact of the proposed AD on U.S. operators is estimated to be $10,677,333. Pratt & Whitney has advised the FAA that it has an Industry Support Program that will reimburse operators for unconsumed life in parts that are retired early for cracking. This should eliminate the majority of the financial burden to the operators.

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:

Pratt & Whitney: Docket No. 98–ANE–02–AD.

Applicability: Pratt & Whitney Models PW4052, PW4056, W4060, PW4060A, PW4062, PW4152, PW4156A, PW4158, PW4460, W4462, PW4164, and PW4168 turbofan engines, with 2nd stage high pressure turbine (HPT) rotating airseals, Part Numbers (P/N) 50L156 or 50L195, installed. These engines are installed on but not limited to Boeing 747 and 767 series, McDonnell Douglas MD–11 series, and Airbus Industrie A300, A310, and A330 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 2nd stage HPT rotating airseal cracking, which could result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) At the next hot section shop visit after the effective date of this AD, and at each subsequent hot section shop visit, fluorescent penetrant inspect and eddy current inspect 2nd stage HPT rotating airseals for cracks, remove from service cracked airseals, and replace with serviceable parts, in accordance with Pratt & Whitney Alert Service Bulletins No. PW4ENG A72–628, Revision 1, dated February 17, 1998, and No. PW4G–100–A72–80, Revision 1, dated February 17, 1998.

(b) For the purpose of this AD, a hot section shop visit is defined as any time the HPT module is disassembled.

(c) Within 6 years after the effective date of this AD, modify 2nd stage ring segments and vane clusters, and install improved 2nd stage HPT rotating airseals in accordance with Pratt & Whitney Service Bulletins No. PW4ENG 72–636, dated May 16, 1997, No. PW4G–100–72–93, dated May 22, 1997, No. PW4ENG 72–637, dated May 16, 1997, and No. PW4G–100–72–94, dated May 22, 1997. Performance of these modifications and installation of the improved 2nd stage HPT rotating airseal constitutes terminating action to the inspection requirements 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 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 March 17, 1998.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 98–7559 Filed 3–23–98; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF THE INTERIOR

Minerals Management Service

30 CFR Part 206

RIN 1010–AC09

Establishing Oil Value for Royalty Due on Federal Leases

AGENCY: Minerals Management Service, Interior.

ACTION: Supplementary Proposed rule; notice of extension of public comment period.

SUMMARY: The Minerals Management Service (MMS) hereby gives notice that it is extending the public comment period on a supplementary proposed rule, which was published in the **Federal Register** on February 6, 1998, (63 FR 6113). The proposed rule amends the royalty valuation regulations for crude oil produced from Federal leases. In response to requests for additional time, MMS will extend the comment period from March 23, 1998, to April 7, 1998.

DATES: Comments must be submitted on or before April 7, 1998.

ADDRESSES: Mail comments, suggestions, or objections about this supplementary proposed rule to: Minerals Management Service, Royalty Management Program, Rules and Publications Staff, P.O. Box 25165, MS 3021, Denver, Colorado 80225–0165. Courier address is Building 85, Denver Federal Center, Denver, Colorado 80225. E-mail address is RMP.comments@mms.gov.

FOR FURTHER INFORMATION CONTACT: David S. Guzy, Chief, Rules and Publications Staff, telephone number (303) 231–3432, fax number (303) 231–3385, e-mail RMP.comments@mms.gov.

SUPPLEMENTARY INFORMATION: MMS received requests from industry representatives to extend the comment period of this supplementary proposed rule. This time extension is in response to those requests in order to provide commentors with adequate time to provide detailed comments that MMS can use to proceed in the rulemaking.

Dated: March 17, 1998.

Lucy Querques Denett,

Associate Director for Royalty Management.

[FR Doc. 98–7548 Filed 3–23–98; 8:45 am]

BILLING CODE 4310–MR–P

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 100

[CGD07–98–013]

RIN 2115–AE46

Special Local Regulations; River Race Augusta, Augusta, GA

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to establish permanent special local regulations for the River Race Augusta, which will be held annually on the third Friday, Saturday and Sunday of May, between 7 a.m. and 5 p.m. Eastern Daylight Time (EDT) each day. Historically, there have been approximately sixty participants racing 16 to 18 foot outboard power boats on that portion of the Savannah River at Augusta, GA, between mile markers 199 and 197. These proposed regulations are necessary to provide for the safety of life on navigable waters during the event, as the nature of the event and the closure of the Savannah River creates an extra or unusual hazard in the navigable waters.

DATES: Comments must be received on or before April 23, 1998.

ADDRESSES: Comments may be mailed to Commander, U.S. Coast Guard Group Charleston, 196 Tadd Street, Charleston, SC 29401, or may be delivered to the operations office at the same address between 7:30 a.m. and 3:30 p.m., Monday through Friday, except federal holidays. The telephone number is (803) 724–7621. Comments will become a part of the public docket and will be available for copying and inspection at the same address.

FOR FURTHER INFORMATION CONTACT: LTJG A.L. Cooper, Coast Guard Group Charleston at (803) 720–7748.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard encourages interested persons to participate in the rulemaking by submitting written views, data or arguments. Persons submitting comments should include their names, addresses, identify the notice (CGD07–98–013) and the specific section of this proposal to which their comments apply and give the reason for each comment.

The Coast Guard will consider all comments received during the comment period. It may change this proposal in view of the comments received. The Coast Guard plans no public hearing. Persons may request a public hearing by