NUCLEAR REGULATORY COMMISSION

10 CFR Parts 50 and 73

RIN 3150–AF63

Frequency of Reviews and Audits for Emergency Preparedness Programs, Safeguards Contingency Plans, and Security Programs for Nuclear Power Reactors; Correction

AGENCY: Nuclear Regulatory Commission.

ACTION: Final rule; correction.

SUMMARY: This document corrects a rule appearing in the Federal Register on March 29, 1999 (64 FR 14814), that allows nuclear power reactor licensees the option to change the frequency of licensees' independent reviews and audits of their emergency preparedness programs, safeguards contingency plans, and security programs. This action is necessary to correct erroneous citations.

EFFECTIVE DATE: April 28, 1999.

FOR FURTHER INFORMATION CONTACT: David L. Meyer, Chief, Rules and Directives Branch, Division of Administrative Services, Office of Administration, telephone (301) 415–7162.

SUPPLEMENTARY INFORMATION: On page 14818, in the first column, in the codified text of § 73.55(g), paragraph "(g)(4)(1)" is corrected to read "(g)(4)(i)", paragraph "(g)(4)(i)" is corrected to read "(g)(4)(A)", paragraph "(g)(4)(ii)" is corrected to read "(g)(4)(B)", and paragraph "(g)(4)(2)" is corrected to read "(g)(4)(ii)."

Dated at Rockville, Maryland, this 7th day of April 1999.

For the Nuclear Regulatory Commission.

David L. Meyer,

Chief, Rules and Directives Branch, Division of Administrative Services, Office of Administration.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–ANE–66–AD; Amendment 39–11121; AD 99–08–15]

RIN 2120–AA64

Airworthiness Directives; Pratt & Whitney PW4000 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), that requires revisions to the Time Limits Section (TLS) of the manufacturer's Engine Manuals (EMs) for Pratt & Whitney (PW) PW4000 series turbofan engines to include required enhanced inspection of selected critical life-limited parts at each piece-part exposure. This amendment will also require an air carrier's approved continuous airworthiness maintenance program to incorporate these inspection procedures. This amendment is prompted by a Federal Aviation Administration (FAA) study of in-service events involving uncontained failures of critical rotating engine parts that indicated the need for improved inspections. The improved inspections are needed to identify those critical rotating parts with conditions that if allowed to continue in service, could result in uncontained failures. The actions specified by this AD are intended to prevent critical life-limited rotating engine part failure, which could result in an uncontained engine failure and damage to the airplane.

DATES: Effective May 13, 1999.

ADDRESSES: The information contained in this AD 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: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to Pratt & Whitney (PW) PW4000 series turbofan engines was published in the Federal Register on November 5, 1998 (63 FR 5943). That action proposed to require within the next 30 days after the effective date of this AD, revisions to the Time Limits Section (TLS) of the Engine Manuals, and, for air carriers, the approved continuous airworthiness maintenance program. Pratt & Whitney, the manufacturer of PW4000 series turbofan engines has provided the FAA with a detailed proposal that identifies and prioritizes the critical life-limited rotating engine parts with the highest potential to hazard the airplane in the event of failure, along with instructions for enhanced, focused inspection methods. These enhanced inspections will be conducted at piece-part opportunity, as defined below in the compliance section, rather than specific inspection intervals.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received. One commenter suggests three changes to the final rule:

(a) The commenter states that paragraph (a)(2)(ii) is confusing as to inspection requirements for damaged parts. The FAA disagrees. Standardized language to define the piece-part condition, and thus trigger focused inspection, is required for uniform application of these new requirements for all operators. The language contained in this NPRM was developed by a broad group of FAA and industry members. Therefore, the piece-part definition will remain as written.

(b) The commenter also recommends that to clearly specify the level to which the fan hub must be disassembled prior to FPI, each manual section referenced for the required inspections should also clearly state whether miscellaneous parts are to be removed. The FAA agrees. There are two areas on the PW4000 disks that are not typically disassembled, and after review, are not required to be disassembled to meet the intent of the proposed inspection. One of these areas is the tie-rod bolt holes, which may in some cases have repair bushings installed. The removal of these bushings would likely introduce more problems than they would solve, and a crack/failure in this region (at the disk OD) would not result in uncontainment. The other area is the spinner flange flared nuts. These are captive nuts and must be drilled/machined to be removed. Again, their removal/replacement would likely introduce more problems than would be solved, and crack/failure in this region would also not result in uncontainment. The final rule will be modified to clarify the required level of disassembly. This level of assembly is P/N 1A9021—3 the piece-part level is 1A9001. Inspection at either level will satisfy the requirements of this AD.

(c) The commenter also states that the FAA should urge the OEMs to agree upon universal pre-cleaning and fluorescent penetrant inspection procedures and to call them out in their service documents. The FAA partially agrees. The agency recognizes the need for, and is currently engaged in, several other initiatives that will provide standardized guidance on FPI precleaning, and several other procedural aspects of FPI inspection. The FAA will take future action once