

Amendment 39-11332, to read as follows:

98-17-01 R1 AlliedSignal Inc.:

Amendment 39-11332. Docket 97-ANE-51-AD. Revises AD 98-17-01, Amendment 39-10703.

Applicability: AlliedSignal Inc. (formerly Allied-Signal Aerospace Company, Garrett Engine Division and Garrett Turbine Engine Co.) TFE731-2, -3, and -4 series turbofan engines with fuel tubes, part numbers (P/Ns) 3071051-1, 3073729-1, or 3072886-1, installed. These engines are installed on but not limited to the following airplanes: Avions Marcel Dassault Falcon 10, 50, and 100 series; Cessna Model 650, Citation III, VI, and VII; Learjet 31 (M31) 35, 36 and 55 series, Raytheon British Aerospace HS-125 series; and Sabreliner NA-265-65.

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 (c) 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 cracked fuel tubes and the subsequent leakage of fuel on and around electrical components, which can cause an engine fire, accomplish the following:

(a) Except for engines installed on Learjet 35, 36, and 55 airplanes, within 160 hours time-in-service (TIS) after the effective date of this AD, or prior to December 20, 1999, whichever occurs first, install an improved flexible fuel tube, as follows:

(1) For engines installed on Cessna airplanes, install in accordance with the Accomplishment Instructions of AlliedSignal Inc. Alert Service Bulletin (ASB) No. TFE731-A73-3132, dated April 9, 1997.

(2) For engines installed on all other airplanes except for the Learjet 35, 36 and 55 series, install in accordance with the Accomplishment Instructions of AlliedSignal Inc. ASB No. TFE731-A73-3128, dated February 26, 1997.

(b) For engines installed on Learjet 35, 36, and 55, the improved flex tube and the clamp assembly installed on the original rigid fuel

tube are optional. If the clamp assembly is used, install the clamp assembly in accordance with the Accomplishment Instructions of AlliedSignal Inc. SB No. TFE731-73-3107, Revision 4, dated April 20, 1994.

(c) An alternative method of compliance or adjustment of the initial compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office.

Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(d) 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.

(e) The actions required by this AD shall be done in accordance with the following AlliedSignal Inc. service documents:

Document No.	Pages	Revision	Date
ASB TFE731-A73-3132 Total pages: 12.	1-12	Original	Apr. 9, 1997.
ASB TFE731-A73-3128 Total pages: 14.	1-14	Original	Feb. 26, 1997.
SB TFE731-73-3107 Total pages: 8.	1-8	4	Apr. 20, 1994.

(f) The incorporation by reference of AlliedSignal Inc. ASB TFE731-A73-3132, dated April 9, 1997, and ASB TFE731-A73-3128, dated February 26, 1997, was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of May 19, 1999.

(g) The incorporation by reference of AlliedSignal Inc. SB TFE731-73-3107, Revision 4, dated April 20, 1994, was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(h) Copies of these service documents may be obtained from AlliedSignal Aerospace, Attn: Data Distribution, M/S 64-3/2101-201, PO Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493, fax (602) 365-5577. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) This amendment becomes effective on November 29, 1999.

Issued in Burlington, Massachusetts, on September 16, 1999.

Thomas A. Boudreau,

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

[FR Doc. 99-24700 Filed 9-28-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-CE-68-AD; Amendment 39-11341; AD 99-20-11]

RIN 2120-AA64

Airworthiness Directives; Burkhart Grob Luft-Und Raumfahrt GmbH & CO KG Models G103 TWIN II and G103A TWIN II ACRO Sailplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that

applies to certain Burkhart Grob Luft-Und Raumfahrt GmbH & CO KG (Grob) Models G103 TWIN II and G103A TWIN II ACRO sailplanes. This AD requires accomplishing preflight checks of the fastening (knurled) nut at the rear control stick for cracks, and replacing the nut with one made of stainless steel either immediately or at a certain time period depending on whether a crack(s) is found. The checks are no longer required after the knurled nut is replaced. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions specified by this AD are intended to prevent the inability to use the rear control stick because of a cracked knurled nut, which could result in loss of control of the sailplane during flight instruction operations.

DATES: Effective October 21, 1999.

Comments for inclusion in the Rules Docket must be received on or before October 29, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region,

Office of the Regional Counsel,
Attention: Rules Docket No. 99-CE-68-
AD, Room 1558, 601 E. 12th Street,
Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from Grob-Werke GmbH & Co., Aerospace Division, P.O. Box 12 57, D-87712 Mindelheim, Federal Republic of Germany; telephone: ++ 49 8268 998-0; facsimile: ++ 49 8268 988-190. This information may also be examined at the FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-CE-68-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT:
Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, Aircraft Certification Service, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6934, facsimile: (816) 426-2169.

SUPPLEMENTARY INFORMATION:

Discussion

The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for Germany, recently notified the FAA that an unsafe condition may exist on certain Grob Models G103 TWIN II and G103A TWIN II ACRO sailplanes. The LBA reports four instances of cracks in the fastening (knurled) nut at the rear control stick.

These sailplanes are utilized extensively in flight instruction operations where the student is sitting in the front of the sailplane and the instructor is sitting in the rear of the sailplane. The instructor being able to utilize the rear control stick is imperative to the safety of these sailplanes.

If a cracked knurled nut at the rear control stick is not detected and corrected in a timely manner, loss of control of the sailplane during flight instruction operations could occur because the instructor may lose the ability to utilize the rear control stick.

Relevant Service Information

Grob has issued Service Bulletin 315-61/2, dated June 28, 1999, which specifies accomplishing preflight checks of the fastening (knurled) nut at the rear control stick for cracks, and replacing the nut with one made of stainless steel, part number (P/N) 103-4205.03/2, either immediately or at a certain time period depending on whether cracks are found. The P/N 103-4205.03/2 knurled nut is included as part of Grob Service Bulletin 315-61/2, dated June 28, 1999.

The LBA classified this service bulletin as mandatory and issued German AD 1999-216/2, dated July 15,

1999, in order to assure the continued airworthiness of these sailplanes in Germany.

The FAA's Determination

This sailplane model is manufactured in Germany and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the LBA has kept the FAA informed of the situation described above.

The FAA has examined the findings of the LBA; reviewed all available information, including the referenced service information; and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of the Provisions of This AD

Since an unsafe condition has been identified that is likely to exist or develop in other Grob Models G103 TWIN II and G103A TWIN II ACRO sailplanes of the same type design registered for operation in the United States, the FAA is issuing an AD. This AD requires accomplishing preflight checks of the fastening (knurled) nut at the rear control stick for cracks, and replacing the nut with one made of stainless steel either immediately or at a certain time period depending on whether cracks are found.

Compliance Time of This AD

The replacement compliance time of this AD is presented in calendar time instead of hours time-in-service (TIS). Although cracking of the knurled nut at the rear control stick is a direct result of flight operations, the cracks could begin at any time and, if undetected, could cause the nut to break off and result in the inability to use the rear control stick. The cracks could initiate after 50 hours TIS on one sailplane, but not initiate until 500 hours TIS on another sailplane. For this reason, the FAA has determined that a compliance based on calendar time should be utilized in this AD in order to assure that the unsafe condition is addressed on all sailplanes in a reasonable time period.

Determination of the Effective Date of the AD

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for public prior comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting immediate flight safety and, thus, was not preceded by notice and opportunity to comment, comments are invited on this rule. Interested persons are invited to comment on this 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 will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 99-CE-68-AD." The postcard will be date stamped and returned to the commenter.

Regulatory Impact

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a significant regulatory action under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures

(44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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 a new airworthiness directive (AD) to read as follows:

99-20-11 Burkhart Grob Luft-Und Raumfahrt GmbH & CO KG:
Amendment 39-11341; Docket No. 99-CE-68-AD.

Applicability: The following sailplane models and serial numbers, certificated in any category:

Model	Serial Numbers
G103 TWIN II	3501 through 3729.
G103A TWIN II ACRO.	3501K through 3729K.

Note 1: This AD applies to each sailplane 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 sailplanes 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 (g) 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 in the body of this AD, unless already accomplished.

To prevent the inability to use the rear control stick because of a cracked knurled nut, which could result in loss of control of

the sailplane during flight instruction operations, accomplish the following:

(a) Prior to each flight, check the fastening (knurled) nut at the rear control stick for cracks.

(b) At whichever of the following times that occurs first, replace the knurled nut at the rear control stick with a stainless steel nut, part number 103-4205.03/2. This part is included with Grob Service Bulletin 315-61/2, dated June 28, 1999:

(1) Prior to further flight if any cracked knurled nut is found during any preflight check required by paragraph (a) of this AD; or

(2) Within the next 4 calendar months after the effective date of this AD if no cracks are found during any preflight check required by paragraph (a) of this AD.

(c) Replacing the knurled nut at the rear control stick with a stainless steel nut, part number 103-4205.03/2, is considered terminating action for the preflight checks required by paragraph (a) of this AD.

(d) The preflight checks required by paragraph (a) of this AD may be accomplished by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(e) As of the effective date of this AD, no person may install, on any affected sailplane, a knurled nut at the rear control stick that is not part number 103-4205.03/2.

(f) 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 sailplane to a location where the requirements of this AD can be accomplished.

(g) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(h) Questions or technical information related to Grob-Werke GmbH & Co., Aerospace Division, P.O. Box 12 57, D-87712 Mindelheim, Federal Republic of Germany; telephone: ++ 49 8268 998-0; facsimile: ++ 49 8268 988-190. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Note 3: The subject of this AD is addressed in German AD 1999-216/2, dated July 15, 1999, and in Grob Service Bulletin 315-61/2, dated June 28, 1999.

(i) This amendment becomes effective on October 21, 1999.

Issued in Kansas City, Missouri, on September 20, 1999.

Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-25220 Filed 9-28-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-AWP-8]

Correction of Class D Airspace; Bullhead City, AZ

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of a direct final rule which corrects the Class D airspace area at Laughlin/Bullhead International Airport, Bullhead City, AZ. On January 4, 1996, the Class D airspace ceiling of Laughlin/Bullhead International Airport was published and charted in error as 2,500 feet Above Ground Level (AGL). FAA Order 7400.9G requires all altitudes to be published in feet above Mean Sea Level (MSL). The corrected altitude of 3,200 feet MSL will not change the boundaries or volume of Class D airspace area associated with Laughlin/Bullhead International Airport but will only correct the ceiling of existing Class D airspace area from an AGL height to reflect the same altitude using MSL.

EFFECTIVE DATE: 0901 UTC September 9, 1999.

ADDRESSES: Send comments on the direct final rule confirmation date in triplicate to: Federal Aviation Administration, Attn: Manager, Airspace Branch, AWP-520, Docket No. 99-AWP-8, Air Traffic Division, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009.

The official docket may be examined in the Office of the Assistant Chief Counsel, Western-Pacific Region, Federal Aviation Administration, Room 6007, 15000 Aviation Boulevard, Lawndale, California 90261.

An informal docket may also be examined during normal business hours at the Office of the Manager, Airspace Branch, Air Traffic Division at the above address.

FOR FURTHER INFORMATION CONTACT: Larry Tonish, Air Traffic Division, Airspace Specialist, AWP-520.1, Western-Pacific Region, Federal