

postcard will be date stamped and returned to the commenter.

This proposed rule does not have federalism implications, as defined in Executive Order 13132, because it would 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. Accordingly, the FAA has not consulted with state authorities prior to publication of this proposed rule.

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. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, 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 the following new airworthiness directive:

99-25-05 Hartzell Propeller, Inc.:
Amendment 39-11448; Docket 99-ANE-18-AD.

Applicability: Hartzell Propeller, Inc., Model HD-E6C-3() series propellers with propeller hub part number D-5108-1, installed on but not limited to Fairchild Dornier 328-110 and 328-120 series airplanes.

Note 1: This airworthiness directive (AD) applies to each propeller 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 propellers 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 (e) 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 propeller blade loss due to cracks in the propeller hub that could result in loss of control and possible damage to the airplane, accomplish the following:

Initial and Repetitive Inspection Requirements

(a) Perform initial and repetitive visual inspections of the Hartzell propeller hub part number (P/N) D-5108-1 for cracks and grease leaks in accordance with paragraph 3.A. of the Accomplishment Instructions of Hartzell Propeller, Inc. ASB No. HD-ASB-61-021 Revision 1, dated March 18, 1999, as follows:

(1) Within 12 hours time-in-service (TIS) after the effective date of this AD, perform an initial visual inspection.

(2) Thereafter, perform a daily visual inspection. However, for airplanes that are not operated on a daily basis, inspect affected propeller hubs every operational day.

Confirmation of Crack

(b) If a crack is confirmed, before further flight, remove cracked hub from service and replace with a serviceable part in accordance with paragraph 3.B. of the Accomplishment Instructions of ASB No. HD-ASB-61-021, revision 1, dated March 18, 1999.

Terminating Action

(c) Replace propeller hub P/N D-5108-1 with propeller hub P/N D-5108-5 within 600 hours TIS or three months after the effective date of this AD, whichever occurs first.

(d) Installation of propeller hub, P/N D-5108-5, constitutes terminating action for the inspection requirements of this AD.

Alternative Methods of Compliance

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

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Chicago ACO.

Special Flight Permits

(f) Special flight permits may be issued in accordance with §§ 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.

Incorporation by Reference

(g) The actions required by this AD shall be done in accordance with Hartzell Propeller, Inc. ASB No. HD-ASB-61-021, Revision 1, dated March 18, 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Hartzell Propeller, Inc., Technical Publications Department, One Propeller Place, Piqua, OH 45356; telephone (937) 778-4200, FAX (937) 778-4365. 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.

(h) This amendment becomes effective December 20, 1999.

Issued in Burlington, Massachusetts, on November 24, 1999.

David A. Downey,

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

[FR Doc. 99-31172 Filed 12-2-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-ANE-76-AD Amendment 39-11448; AD 99-25-03]

RIN 2120-AA64

Airworthiness Directives; International Aero Engines AG V2500-A1 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes two airworthiness directives (ADs) that apply to International Aero Engines AG (IAE) V2500-A1 series turbofan engines. The first superseded AD, AD 98-20-18, currently requires removal from service of affected high pressure turbine (HPT) disks, identified by part number and serial number in the applicability paragraph of that AD, and replacement with a serviceable part. The second superseded AD, AD 99-05-05, requires initial and repetitive inspections of certain HPT stage 1 and stage 2 disks utilizing an improved ultrasonic method when the disks are exposed during a normal shop visit, and if a subsurface anomaly is found, removal from service and replacement with a serviceable part. This supersedure requires the initial

inspection mandated by AD 99-05-05 to be completed at the next shop visit regardless of the planned maintenance or the reason for shop removal. The repetitive inspection interval is redefined to eliminate the cyclic limit and thus be less restrictive. This superseding action is prompted by results from investigations subsequent to the publication of AD 98-20-18 that have revealed that the HPT disks affected by that AD are part of the population addressed by AD 99-05-05. These HPT disks can be safely reintroduced into service after completing the initial inspection requirements mandated by this proposed AD. This supersedure is also prompted by further analysis that indicates a reduction in risk if the initial inspection required by AD 99-05-05 is completed sooner and the subsequent required inspections can be redefined to eliminate the cyclic limit, thereby creating less burden on operators. The actions specified by this AD are intended to prevent HPT disk fracture, which could result in an uncontained engine failure and damage to the airplane.

DATES: Effective January 7, 2000.

The incorporation by reference of International Aero Engines SB V2500-ENG-72-0344, dated December 18, 1998, as listed in the regulations, was approved by the Director of the Federal Register as of April 30, 1999 (64 FR 9910, March 1, 1999).

The incorporation by reference of all other publications listed in the regulations is approved by the Director of the Federal Register as of January 7, 2000.

ADDRESSES: The service information referenced in this AD may be obtained from Rolls-Royce Commercial Aero Engine Limited, P.O. Box 31, Derby, England, DE2488J, Attention: Publication Services ICL-TP; telephone +44-1-33-22-46553, fax +44-1-33-22-46302. The information referenced in this AD may be examined 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.

FOR FURTHER INFORMATION CONTACT: Diane Cook, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7133, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39)

by superseding airworthiness directive (AD) 98-20-18, Amendment 39-10871 (63 FR 63398, November 13, 1998), and AD 99-05-05, Amendment 39-11053 (64 FR 9910, March 1, 1999), applicable to International Aero Engines AG (IAE) V2500-A1 series turbofan engines was published in the **Federal Register** on September 15, 1999 (64 FR 50020).

Supersedure Requirements

This supersedure requires that the initial inspection mandated by AD 99-05-05 be completed at the next shop visit regardless of the planned maintenance or the reason for shop removal. The repetitive ultrasonic inspection interval is redefined to eliminate the cyclic limit by requiring the repetitive inspection to be performed whenever the high pressure turbine (HPT) stage 1 or stage 2 disks are disassembled from the HPT module. In addition, this supersedure allows the disks identified by serial number (S/N) that were retired by AD 98-20-18 to be reintroduced into service following an initial ultrasonic inspection specified by this AD.

Comment Received

Interested persons have been afforded an opportunity to participate in the making of this amendment. One favorable comment was received.

Conclusion

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

Since this AD only adjusts the timing of inspections already required, there is no additional adverse economic impact.

Regulatory Impact

This rule does not have federalism implications, as defined in Executive Order No. 13132, because it does 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. Accordingly, the FAA has not consulted with state authorities prior to publication of this rule.

For the reasons discussed above, I certify that this action (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. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, 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 removing amendment 39-10871 (63 FR 63398, November 13, 1998) and amendment 39-11053 (64 FR 9910, March 1, 1999) and by adding a new airworthiness directive to read as follows:

99-25-03 International Aero Engines AG: Amendment 39-11446. Docket No. 98-ANE-76-AD. Supersedes AD 98-20-18, Amendment 39-10871, and AD 99-05-05, Amendment 39-11053.

Applicability: International Aero Engines AG (IAE) V2500-A1 series turbofan engines, installed on but not limited to Airbus Industrie A320 series airplanes.

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 high pressure turbine (HPT) disk fracture, which could result in an uncontained engine failure and damage to the airplane, accomplish the following:

Inspections

(a) Perform initial and repetitive ultrasonic inspections of HPT stage 1 and 2 disks for subsurface anomalies, identified by serial numbers (S/Ns) in Table 1 of IAE Service Bulletin (SB) V2500-ENG-72-0344, Revision 1, dated February 12, 1999, in accordance with the Accomplishment Instructions of IAE SB V2500-ENG-72-0344, dated December 18, 1998, or Revision 1, dated February 12, 1999, as follows:

(1) Initially inspect at the first opportunity when the engine is at a maintenance base after the effective date of this AD regardless of the planned maintenance or the reason for engine removal.

(2) Thereafter, inspect whenever the HPT stage 1 or stage 2 disks are disassembled from the HPT module.

(3) Remove disks from service if a subsurface anomaly is found, and replace with serviceable parts.

Return to Service of Certain Disks

(b) HPT stage 1 disks, part numbers (P/N's) 2A1801, S/N's P100421, P100430, P100618, and P100621, may return to service following a successful inspection in accordance with paragraph (a) of this AD.

Alternative Methods of Compliance

(c) 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 (ECO). Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, which may add comments and then send it to the Manager, ECO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Ferry Flights

(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 aircraft to a location where the inspection requirements of this AD can be accomplished.

Incorporation by Reference

(e) The actions required by this AD shall be done in accordance with International Aero Engines Service Bulletin V2500-ENG-72-0344, dated December 18, 1998, or Revision 1, dated February 12, 1999. The incorporation by reference of IAE SB V2500-ENG-72-0344, dated December 18, 1998, was previously approved by the Director of the Federal Register as of April 30, 1999 (64 FR 9910, March 1, 1999). The incorporation by reference of IAE SB V2500-ENG-72-0344, Revision 1, dated February 12, 1999, was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Rolls-Royce Commercial Aero Engine Limited, P. O. Box 31, Derby, England, DE2488J, Attention: Publication Services ICL-TP; telephone +44-1-33-22-46553, fax +44-1-33-22-46302. 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.

(f) This amendment becomes effective on January 7, 2000.

Issued in Burlington, Massachusetts, on November 22, 1999.

David A. Downey,

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

[FR Doc. 99-31070 Filed 12-2-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-371-AD; Amendment 39-11447; AD 99-25-04]

RIN 2120-AA64

Airworthiness Directives; Lockheed Model 382 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Lockheed Model 382 series airplanes, that requires a one-time visual inspection of the under floor to ring fittings at fuselage station 817E to verify installation of the correct sized fasteners; and follow-on corrective actions, if necessary. This amendment is prompted by notification from the manufacturer indicating that during production incorrect sized fasteners were installed on the under floor to ring fittings at fuselage station 817E. The actions specified by this AD are intended to prevent fatigue cracking of the fastener holes and adjacent fuselage structure due to installation of the incorrect sized fasteners, which could result in reduced structural integrity of the airplane.

DATES: Effective January 7, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 7, 2000.

ADDRESSES: The service information referenced in this AD may be obtained from Lockheed Martin Aeronautical Systems Support Company (LMASSC), Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30063. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW.,

Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Thomas Peters, Aerospace Engineer, Systems and Flight Test Branch, ACE-116A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone (770) 703-6063; fax (770) 703-6097.

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 certain Lockheed Model 382 series airplanes was published in the **Federal Register** on April 23, 1999 (64 FR 19938). That action proposed to require a one-time visual inspection of the under floor to ring fittings at fuselage station 817E to verify installation of the correct sized fasteners; and follow-on corrective actions, if necessary.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the single comment received.

Request to Revise Compliance Time to Follow Alert Service Bulletin

One commenter requests that the compliance time be revised to read the same as the referenced service bulletin. While the notice of proposed rulemaking (NPRM) proposes a compliance time of 30 days after the effective date of the proposed AD, the service bulletin specifies 30 days after receipt of the service bulletin, which was issued January 30, 1997.

The FAA does not concur. The commenter's request would result in retroactive rulemaking. The FAA does not have the legal authority to impose requirements that place operators in noncompliance based on past actions. Even if the commenter's request was limited to future effect, as discussed in the preamble of the proposed AD, the FAA finds that a compliance time of 30 days after the effective date of this AD is adequate for accomplishment of the inspection and rework in that the FAA has determined that fatigue cracking originating at the fastener holes caused by the installation of incorrect sized fasteners could result in loss of pressurization, but not an "explosive