result in the elevator control jamming with possible loss of control of the sailplane, accomplish the following:

(a) Within the next 90 calendar days after the effective date of this AD, inspect the elevator control circuit clearance inside the fuselage tail boom to the fin intersection to assure a clearance of at least 2.5 millimeters (mm) (1/10-inch wide). Prior to further flight, adjust any clearance that does not meet the criteria. Accomplish these actions in accordance with the Action section of Alexander Schleicher Technical Note No. 5, dated July 16, 1999.

(b) 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.

(c) 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, 901 Locust, Room 301, 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.

(d) Questions or technical information related to Alexander Schleicher Technical Note No. 5, dated July 16, 1999, should be directed to Alexander Schleicher GmbH & Co. Segelflugzeugbau, D–36163 Poppenhausen, Federal Republic of Germany; telephone: ++49.6658.89–0; facsimile: ++49.6658.89–40. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

**Note 3:** The subject of this AD is addressed in German AD 1999–283, Effective Date: September 9, 1999.

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

**Michael Gallagher,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 99–33571 Filed 12–27–99; 8:45 am]

**BILLING CODE 4910–13–U**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 39

**[Docket No. 99–NE–38–AD]**

**RIN 2120–AA64**

## Airworthiness Directives; Dowty Aerospace Propellers R391–6–132–F/3 Series Propellers

**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 Dowty Aerospace Propellers R391–6–132–F/3 series propellers. This proposal would require installation of an improved overspeed governor. This proposal is prompted by reports of overspeed governor failure. The actions specified by the proposed AD are intended to prevent overspeed governor failure, which could result in propeller overspeed, vibration, possible loss of propeller integrity, and loss of control of the airplane.

**DATES:** Comments must be received by January 27, 2000.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 99–NE–38–AD, 12 New England Executive Park, Burlington, MA 01803–5299. Comments may also be submitted to the Rules Docket by using the following Internet address: ''9-ane-adcomment@faa.gov''. 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 Dowty Aerospace Propellers, Anson Business Park, Cheltenham Road East, Gloucester GL2 9QN, United Kingdom; telephone +44 (0) 1452 716000, fax +44 (0) 1452 716001. 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:** Frank Walsh, Aerospace Engineer, Boston Aircraft Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (781) 238–7158, (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 99–NE–38–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. 99–NE–38–AD, 12 New England Executive Park, Burlington, MA 01803–5299.

### Discussion

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom (UK), recently notified the Federal Aviation Administration (FAA) that an unsafe condition may exist on Dowty Aerospace Propellers R391–6–132–F/3 series propellers. The CAA advises that they have received reports of overspeed governor, part numbers (P/N) 697052002 and 697052003, failure. Investigation has revealed premature wear of the overspeed governor weight bushings due to excessively soft material, leading to wear of the bushings and eventual failure of the overspeed governor flyweights. This condition, if not corrected, could result in overspeed governor failure, which could result in propeller overspeed, vibration, possible loss of propeller integrity, and loss of control of the airplane.

Dowty Aerospace Propellers has issued Service Bulletin (SB) No. C130J–61–26, Revision 1, dated April 13, 1999, that specifies procedures for installation of an improved overspeed governor. The CAA classified this SB as mandatory and issued airworthiness directive (AD) 007–09–98 in order to assure the airworthiness of these propellers in the UK.

This propeller model is manufactured in the UK 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 CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other propellers of the same type design registered in the United States, the proposed AD would require installation of an improved overspeed governor, P/N 697052004. Overspeed governors, P/N 697052003, must be replaced within 480 hours time-in-service (TIS), or 3 months after the effective date of this AD, whichever occurs first, due to their higher wear rate. Overspeed governors, P/N 697052002, must be replaced within 2,000 hours TIS after the effective date of this AD. The actions would be required to be accomplished in accordance with the SB described previously.

There are approximately 163 propellers of the affected design in the worldwide fleet. There are currently no domestic propellers of the affected design that would be affected by this proposed AD, but if one were imported, it would take approximately 4 work hours per propeller to accomplish the proposed actions. The average labor rate is $60 per work hour. Required parts would cost approximately $2,500 per propeller. Based on these figures, the total cost impact of the proposed AD on a U.S. operator, if a propeller were imported, is estimated to be $2,740 per propeller.

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:

**Dowty Aerospace Propellers:** Docket No. 99–NE–38–AD.

*Applicability:* Dowty Aerospace Propellers R391–6–132–F/3 series propellers s, installed on but not limited to Lockheed Martin 382J (C130J military) 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 (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 overspeed governor failure, which could result in propeller overspeed, vibration, possible loss of propeller integrity, and loss of control of the airplane, accomplish the following:

(a) For propellers with overspeed governors, part number (P/N) 697052003, install an improved overspeed governor, P/N 697052004, within 480 hours time-in-service (TIS), or 3 months after the effective date of this AD, whichever occurs first, in accordance with Dowty Aerospace Propellers Service Bulletin (SB) No. C130J–61–26, Revision 1, dated April 13, 1999.

(b) For propellers with overspeed governors, P/N 697052002, install an improved overspeed governor, P/N 697052004, within 2,000 hours TIS after the effective date of this AD in accordance with Dowty Aerospace Propellers SB No. C130J–61–26, Revision 1, dated April 13, 1999.

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

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

(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.

Issued in Burlington, Massachusetts, on December 21, 1999.

**David A. Downey,**

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

[FR Doc. 99–33572 Filed 12–27–99; 8:45 am]

BILLING CODE 4910–13–U

## COMMODITY FUTURES TRADING COMMISSION

### 17 CFR Part 1

**RIN 3038–AB35**

### Proposed Rulemaking Concerning Amendments to Insider Trading Regulation

**AGENCY:** Commodity Futures Trading Commission.

**ACTION:** Proposed rulemaking.

**SUMMARY:** The Commodity Futures Trading Commission (''Commission'') proposes to amend Commission Regulation 1.59 which addresses various trading prohibitions imposed on persons associated with self-regulatory organizations (''SROs''). Regulation 1.59 presently requires SROs to adopt rules prohibiting employees, governing board members, and members of committees from certain trading activities and from disclosing material, non-public information. The Commission proposes to amend Regulation 1.59 so that governing board members, and individuals serving as the ''functional equivalent'' of governing board members, would be clearly excluded from the definition of ''employee'' for Regulation 1.59 purposes. The Commission also seeks to clarify the