

# Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

## DEPARTMENT OF AGRICULTURE

### Animal and Plant Health Inspection Service

#### 7 CFR Part 340

[Docket No. 99-025-1]

#### Regulatory Requirements for Genetically Engineered Organisms; Customer Service Meeting

**AGENCY:** Animal and Plant Health Inspection Service, USDA.

**ACTION:** Notice of public meeting.

**SUMMARY:** We are advising the public that the Animal and Plant Health Inspection Service will hold a meeting to discuss the current and future status of the regulatory requirements pertaining to the introduction of genetically engineered organisms and products. The meeting, which is open to the public, will be operated as a customer service workshop. We request that interested persons register and submit agenda items two weeks before the meeting date.

**PLACE, DATES, AND TIME OF MEETING:** The meeting will be held in the Conference Center at the USDA Center at Riverside, 4700 River Road, Riverdale, MD, on Tuesday, May 11, 1999, from 8:30 a.m. until 4:30 p.m., and Wednesday, May 12, 1999, from 8:30 a.m. until 1:00 p.m.

**FOR FURTHER INFORMATION CONTACT:** For information about the agenda, contact Dr. Sivramiah Shantharam, Biotechnology and Biological Analysis, PPQ, APHIS, 4700 River Road Unit 133, Riverdale, MD 20737-1236; (301) 734-4882; e-mail: shanthu.shantharam@usda.gov. To register for the meeting and to submit suggested agenda items, contact Ms. Kay Peterson at (301) 734-4885; fax: (301) 734-8910; e-mail: k.peterson@usda.gov. Information is also available on the Internet at the APHIS World Wide Web site: <http://www.aphis.usda.gov/biotech>.

**SUPPLEMENTARY INFORMATION:** The regulations in 7 CFR part 340,

“Introduction of Organisms and Products Altered or Produced Through Genetic Engineering Which Are Plant Pests or Which There Is Reason to Believe Are Plant Pests,” regulate, among other things, the introduction (importation, interstate movement, or release into the environment) of organisms and products altered or produced through genetic engineering that are plant pests or that there is reason to believe are plant pests. Such genetically engineered organisms and products are considered “regulated articles.” Before introducing a regulated article, a person is required under § 340.0 of the regulations to either notify the Animal and Plant Health Inspection Service (APHIS) in accordance with § 340.3 or obtain a permit in accordance with § 340.4. The regulations in § 340.6 provide that any person may submit a petition to APHIS seeking a determination that an article should not be regulated under 7 CFR part 340 and allow the extension of a previously issued determination of nonregulated status to certain additional regulated articles.

To provide an opportunity for a general discussion of the requirements for the preparation of notifications, permits, petitions, and requests for extensions of determinations of nonregulated status, APHIS has scheduled a workshop to be held in Riverdale, MD, on May 11 and 12, 1999. Additional items for consideration include the status of a pilot program designed to reduce the paperwork burden for the regulated public, proposals to simplify the existing regulations, and the movement of commodities containing genetically engineered organisms in international trade.

The tentative agenda for the meeting is as follows: Day 1, morning—notifications and permits; afternoon—petitions and extensions; Day 2, morning—international harmonization.

To register, submit your name, address, telephone number, and e-mail address to the person indicated under **FOR FURTHER INFORMATION CONTACT**. We request that you register and submit suggested agenda items by April 28, 1999.

Done in Washington, DC, this 29th day of March 1999.

**Craig A. Reed,**

*Administrator, Animal and Plant Health Inspection Service.*

[FR Doc. 99-8276 Filed 4-2-99; 8:45 am]

BILLING CODE 3410-34-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-ANE-62-AD]

RIN 2120-AA64

#### Airworthiness Directives; General Electric Aircraft Engines CF34 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 General Electric Aircraft Engines CF34 series turbofan engines. This proposal would establish new life limits for certain high pressure compressor (HPC) spools, Part Number (P/N) 6078T56P01, stage 9 HPC disks, P/N 6087T01P03 or 6087T01P04, and rear HPC spools, P/N 5087T46P01 or 5087T46P02. This proposal is prompted by a cyclic life analysis using increased stress levels resulting from manufacturing discrepancies. The actions specified by the proposed AD are intended to prevent HPC spool and disk cracking, which could result in an uncontained engine failure and damage to the aircraft.

**DATES:** Comments must be received by June 4, 1999.

**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-62-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.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.

**FOR FURTHER INFORMATION CONTACT:**

Eugene Triozzi, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7148, 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-62-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-62-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

**Discussion**

General Electric Aircraft Engines (GEAE) has advised the Federal Aviation Administration (FAA) of the results of a cyclic life analysis using increased stress levels resulting from manufacturing discrepancies in certain forward high pressure compressor (HPC) spools, Part Number (P/N) 6078T56P01, stage 9 HPC disks, P/N 6087T01P03 or

6087T01P04, and rear HPC spools, P/N 5087T46P01 or 5087T46P02, installed on GEAE Models CF34-1A, -3A, -3A1, and -3A2 turbofan engines. No failures have occurred to date; the unsafe condition was identified by revised low cycle fatigue (LCF) analysis, after manufacturing discrepancies were discovered on parts. These discrepancies would result in component stress levels greater than those shown in original LCF life analyses, and consequently result in lower LCF lives. This condition, if not corrected, could result in HPC spool and disk cracking, which could result in an uncontained engine failure and damage to the aircraft.

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 removal from service of affected forward HPC spools, rear HPC spools, and stage 9 HPC disks prior to accumulating cycles in service beyond new, reduced cyclic life limits. This proposal also would require for HPC spools, which have accumulated 6,000 or more CSN on the effective date of this AD, remove at the next shop visit after the effective date of this AD, but prior to accumulating 12,000 CSN.

There are approximately 600 engines of the affected design in the worldwide fleet. The FAA estimates that 28 engines installed on aircraft of U.S. registry would be affected by the requirement within this proposed AD to replace the forward spool. The FAA has calculated the prorated cost for forward spool replacements to be \$36,500 per engine, based on the estimated new part cost divided by the original life limit, multiplied by the number of cycles that will be reduced by the proposed AD requirement. Therefore, the FAA estimates the total cost impact for replaced forward spools to be \$1,022,000.

The FAA estimates that 200 engines installed on aircraft of U.S. registry would be affected by the requirement to replace the stage 9 disk. The FAA has calculated the prorated cost for stage 9 disk replacements to be \$3,500 per engine, based on the estimated new part cost divided by the original life limit, multiplied by the number of cycles that will be reduced by the proposed AD requirement. The FAA estimates the total cost impact for replaced stage 9 disks to be \$700,000.

The FAA estimates that 300 engines installed on aircraft of U.S. registry would be affected by the requirement to replace the rear spool. The FAA has calculated the prorated cost for rear

spool replacements to be \$8,900 per engine, based on the new part cost divided by the original life limit, multiplied by the number of cycles that will be reduced by the proposed AD requirement. Therefore, the FAA estimates the total cost impact for replaced rear spools to be \$2,670,000.

The FAA has determined that it would take no additional work hours per engine to remove affected components, as removal would take place at available opportunities. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$4,392,000.

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:

**General Electric Aircraft Engines:** Docket No. 98-ANE-62-AD.

*Applicability:* General Electric Aircraft Engines (GEAE) Models CF34-1A, -3A, -3A1, and -3A2 turbofan engines, installed on but not limited to Canadair aircraft models CL-600-2A12, -2B16, and -2B19.

**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 compressor (HPC) spool and disk cracking, which could result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) Remove from service the following HPC spools and disks prior to accumulating cycles in service beyond new, reduced cyclic life limits, and replace with a serviceable part, as follows:

(1) For forward HPC spools, Part Number (P/N) 6078T56P01, which have accumulated fewer than 6,000 cycles since new (CSN) on the effective date of this AD, remove prior to accumulating 6,000 CSN.

(2) For forward HPC spools, P/N 6078T56P01, which have accumulated 6,000 or more CSN on the effective date of this AD, remove at the next shop visit after the effective date of this AD, but prior to accumulating 12,000 CSN.

(3) For the purpose of this AD, engine shop visit is defined as engine disassembly that includes separation of the compressor section from the fan section front frame and from the combustion section combustion chamber frame.

(4) For stage 9 HPC disks, P/N 6087T01P03 or 6087T01P04, remove prior to accumulating 20,000 CSN.

(5) For rear HPC spools, P/N 5087T46P01 or 5087T46P02, remove prior to accumulating 17,000 CSN.

(b) 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.

(c) 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 30, 1999.

**David A. Downey,**

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

[FR Doc. 99-8307 Filed 4-2-99; 8:45 am]

BILLING CODE 4910-13-P

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. 98-NM-370-AD]

RIN 2120-AA64

**Airworthiness Directives; Bombardier Model CL-215-1A10 and CL-215-6B11 Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the superseding of an existing amendment, applicable to certain Bombardier Model CL-215-1A10 and CL-215-6B11 series airplanes, that currently requires repetitive inspections to detect cracking on certain wing to fuselage frame-angles, and repair, if necessary. This action would continue to require the same inspections. This proposal is prompted by an adverse comment received in response to the existing amendment. The actions specified by the proposed AD are intended to detect and correct cracking in the wing to fuselage frame-angles, which could result in reduced structural integrity of the airframe.

**DATES:** Comments must be received by May 5, 1999.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-370-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Bombardier, Inc., Canadair, Aerospace

Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York.

**FOR FURTHER INFORMATION CONTACT:**

Franco Pieri, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7526; fax (516) 256-2716.

**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 shall 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-NM-370-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, Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-370-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.