

Service Bulletin (ASB) CFE738-A72-8031, Revision 1, dated June 23, 1999, that describes the dimensional inspection procedures for indentation depth on aft HPT cooling plates, inspection of the stage 2 HPT rotor disk for raised metal, and the acceptance and repair criteria of the Stage 2 HPT aft cooling plate and HPT rotor disk.

Proposed Actions

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, on engines identified by S/N, a one-time visual inspection of Stage 2 high pressure turbine (HPT) aft cooling plates for nicks, dents, and scratches, and if present, dimensional inspection of indentation depth, repair if indentation is within acceptable limits, and, if necessary, replacement with serviceable parts. This AD would also require inspection of the Stage 2 HPT rotor disk post aft surface which mates with the Stage 2 HPT aft cooling plate, for raised metal, and, removal of the raised metal, if present. The inspections would be required at the next shop visit after the effective date of this AD where the HPT assembly is sufficiently disassembled to afford access to the Stage 2 HPT aft cooling plate, but not later than 4,500 part cycles since new (CSN) in accordance with the ASB described previously.

Economic Analysis

There are approximately 72 engines of the affected design in the worldwide fleet. The FAA estimates that 48 engines installed on aircraft of US registry would be affected by this proposed AD, that it would take approximately 4 work hours per engine to accomplish the proposed inspection if the inspection did not take place during scheduled maintenance, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$1,536 per engine. Based on these figures, the total cost impact of the proposed AD on US operators is estimated to be \$106,560.

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:

Company: Docket No. 99-NE-39-AD.

Applicability: CFE Model CFE738-1-1B turbofan engines, serial numbers (S/Ns) 105267 through 105339, inclusive. These engines are installed on but not limited to Dassault-Breguet Falcon 2000 series aircraft.

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 (b) 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.

(a) At the next engine shop visit after the effective date of this AD where the HPT assembly is sufficiently disassembled to afford access to the Stage 2 HPT aft cooling plate, but not later than 4500 part cycles-since-new (CSN), accomplish the following

in accordance with CFE Alert Service Bulletin (ASB) No. CFE738-A72-8031, Revision 1, dated June 23, 1999 as follows:

(1) Inspect the stage 2 HPT aft cooling plate for nicks, dents, and scratches on surface D in accordance with the requirements of ASB No. CFE738-A72-8031 paragraph 2.B.(1).

(2) Repair those stage 2 HPT aft cooling plates with indentation less than 0.003 inch deep in accordance with ASB No. CFE738-A72-8031 paragraph 2.B.(1).

(3) Remove from service prior to further flight those stage 2 HPT aft cooling plates which have nicks, dents, and/or scratches that exceed the acceptance limits in accordance with ASB No. CFE738-A72-8031 paragraph 2.B.(1), and replace with a serviceable part.

(4) Inspect the stage 2 HPT rotor disk post aft mating surface for raised metal, and remove raised metal if present in accordance with ASB No. CFE738-A72-8031 section 2.B.(2).

(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 (ECO). Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who 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.

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

Issued in Burlington, Massachusetts, on September 20, 1999.

David A. Downey,

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

[FR Doc. 99-25122 Filed 9-27-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-CE-61-AD]

RIN 2120-AA64

Airworthiness Directives; Pilatus Aircraft Ltd. Model PC-7 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to supersede Airworthiness Directive (AD) 98-08-07, which currently requires replacing the rudder and elevator pivot arms with parts of improved design on

certain Pilatus Aircraft Ltd. (Pilatus) Model PC-7 airplanes. The proposed AD would require replacing the rudder and elevator pivot arms with parts that have been improved since issuance of AD 98-08-07. The proposed AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Switzerland. The actions specified by the proposed AD are intended to prevent failure of the elevator and rudder caused by fatigue cracking of the pivot arms, which could result in reduced airplane controllability and possible loss of control of the airplane.

DATES: Comments must be received on or before October 27, 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-61-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland; telephone: +41 41 619 65 09; facsimile: +41 41 610 33 51. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Roman T. Gabrys, Aerospace Engineer, FAA, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6932; facsimile: (816) 426-2169.

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 that summarizes 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 No. 99-CE-61-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, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-CE-61-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

AD 98-08-07, Amendment 39-10456 (63 FR 17323, April 9, 1998), currently requires replacing the rudder and elevator pivot arms with the following parts of improved design, on certain Pilatus Model PC-7 airplanes:

Designation	New part No.
Pivot Arm—Left-hand Elevator	113.50.07.108
Pivot Arm—Right-hand Elevator	113.50.07.109
Pivot Arm—Upper Rudder	113.40.07.084
Pivot Arm—Lower Rudder	113.40.07.083

Accomplishment of AD 98-08-07 was required in accordance with Pilatus Service Bulletin No. PC7-55-001, Revision No. 1, dated June 20, 1995.

AD 98-08-07 was the result of reports of cracks in the elevator and rudder trim tab pivot arms on the above-referenced airplanes.

The actions specified in AD 98-08-07 were intended to prevent failure of the elevator and rudder caused by fatigue cracking of the pivot arms, which could result in reduced airplane controllability and possible loss of control of the airplane.

Actions Since Issuance of Previous Rule

The Federal Office for Civil Aviation (FOCA), which is the airworthiness authority for Switzerland, recently notified the FAA that an unsafe condition may exist on certain Pilatus PC-7 airplanes. The FOCA of Switzerland advises that cracks have been found in the improved design rudder and elevator pivot arms that are specified in Pilatus Service Bulletin No. PC7-55-001, Revision No. 1, dated June 20, 1995, and mandated to be installed by AD 98-08-07.

Analysis reveals that the cause of the cracks is due to a manufacturing defect where the manufacturing process deviated from the design specifications.

Relevant Service Information

Pilatus has issued Service Bulletin No. 55-003, dated July 7, 1999, which specifies procedures for replacing the rudder and elevator pivot arms with parts of improved design, as follows:

Designation	Previous part No. installed per AD 98-08-07	New part No.
Pivot Arm, Inner Elevator	113.50.07.108	113.50.07.108 (green paint).
Pivot Arm, Outer Elevator	113.50.07.109	113.50.07.109 (green paint).
Pivot Arm, Upper Rudder	113.40.07.084	113.40.07.084 (green paint).
Pivot Arm, Lower Rudder	113.40.07.083	113.40.07.083 (green paint).

The FOCA classified this service bulletin as mandatory and issued Swiss Airworthiness Directive HB 99-412, Effective Date: August 31, 1999, in order

to assure the continued airworthiness of these airplanes in Switzerland.

The FAA's Determination

This airplane model is manufactured in Switzerland 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 FOCA of Switzerland has kept the FAA informed of the situation described above.

The FAA has examined the findings of the FOCA; 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 the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other Pilatus PC-7 airplanes of the same type design registered for operation in the United States, the FAA is proposing AD action to supersede AD 98-08-07. The proposed AD would require replacing the rudder and elevator pivot arms with parts that have been improved since issuance of AD 98-08-07.

Cost Impact

The FAA estimates that 8 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 6 workhours per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$300 per airplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$5,280, or \$660 per airplane.

Regulatory Impact

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 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) 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 has been placed 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 removing Airworthiness Directive (AD) 98-08-07, Amendment 39-10456, and by adding a new AD to read as follows:

Pilatus Aircraft Ltd.: Docket No. 99-CE-61-AD; Supersedes AD 98-08-07, Amendment 39-10456.

Applicability: Model PC-7 airplanes, manufacturer serial number (MSN) 001 through MSN 614, certificated in any category.

Note 1: This AD applies to each airplane 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 airplanes 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 (d) 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 fatigue failure of the elevator and rudder trim tab pivot arms because of cracks, which could result in the loss of airplane control, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, replace the rudder and elevator pivot arms with parts of improved design (or FAA-approved equivalent part numbers), as specified in and in accordance with Pilatus Service Bulletin No. 55-003, dated July 7, 1999. The part numbers of the improved design pivot arms are reflected in the following chart:

Designation	Previous part No. installed per AD 98-08-07	New part No.
Pivot Arm, Inner Elevator	113.50.07.108	113.50.07.108 (green paint).
Pivot Arm, Outer Elevator	113.50.07.109	113.50.07.109 (green paint).
Pivot Arm, Upper Rudder	113.40.07.084	113.40.07.084 (green paint).
Pivot Arm, Lower Rudder	113.40.07.083	113.40.07.083 (green paint).

(b) As of the effective date of this AD, no person may install, on any of the affected airplanes, an elevator or rudder pivot arm that is not of the improved design specified in paragraph (a) of this AD.

(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 airplane to

a location where the requirements of this AD can be accomplished.

(d) 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, 1201 Walnut, suite 900, Kansas City, Missouri 64106.

(1) 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.

(2) Alternative methods of compliance approved in accordance with AD 98-08-07 are not considered approved as alternative methods of compliance for this AD.

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.

(e) Questions or technical information related to Pilatus Service Bulletin No. 55-003, dated July 7, 1999, should be directed to Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland; telephone: +41 41 619 65 09; facsimile: +41 41 610 33 51. 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 Swiss Airworthiness Directive HB 99-412, Effective Date: August 31, 1999.

(f) This amendment supersedes AD 98-08-07, Amendment 39-10456.

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

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

[FR Doc. 99-25222 Filed 9-27-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-99-AD]

RIN 2120-AA64

Airworthiness Directives; Short Brothers and Harland Ltd. Models SC-7 Series 2 and SC-7 Series 3 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to all Short Brothers and Harland Ltd. (Shorts) Models SC-7 Series 2 and SC-7 Series 3 airplanes. The proposed AD would require repetitively inspecting the wing attachment bushes in the fuselage front and rear spar frames for migration (gaps), and replacing the bushes if a gap exists that is of a certain length or more. The proposed AD is the result of

mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for the United Kingdom. The actions specified by the proposed AD are intended to detect and correct migration of the wing attachment bushes in the fuselage front and rear spar frames, which could result in structural damage to the wing spar/fuselage fitting with possible loss of control of the airplane.

DATES: Comments must be received on or before November 3, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-99-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Short Brothers plc, P.O. Box 241, Airport Road, Belfast BT3 9DZ, Northern Ireland. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Roger Chudy, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6932; facsimile: (816) 426-2169.

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 that summarizes 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 No. 97-CE-99-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, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-99-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The Civil Airworthiness Authority (CAA), which is the airworthiness authority for the United Kingdom, recently notified the FAA that an unsafe condition may exist on all Shorts Models SC-7 Series 2 and SC-7 Series 3 airplanes. The CAA reports migration in the wing attachment bushes in the fuselage front and rear spar frames.

If the migration is not detected and corrected in a timely manner, then gaps will occur in these areas. Once a gap exists that is of a certain length, structural damage to the wing spar/fuselage fitting could occur. This could eventually result in loss of control of the airplane.

Relevant Service Information

Short Brothers & Harland Ltd. issued Shorts Service Bulletin 53-68, which specifies procedures for inspecting the wing attachment bushes in the fuselage front and rear spar frames for migration (gaps), and replacing the bushes if a gap exists that is of a certain length or more. Shorts Service Bulletin No. 53-68 incorporates the following pages:

Pages	Revision level	Date
6, 7, 8, 9, 10, 13, 14, 17, 18, 19, 20, 21, 22, 23, 24, and 25	Original Issue	January 10, 1996.
12	Revision No: 1	May 30, 1996.
3	Revision No: 2	September 1998.
1, 2, 4, 5, 11, 15, and 16	Revision No: 3	May 1999.

The CAA classified this service bulletin as mandatory and issued British

Airworthiness Directive 009-01-96, not dated, in order to assure the continued

airworthiness of these airplanes in the United Kingdom.