

forms are periodically reviewed to reduce information requirements and duplication by industry and public sector agencies.

The Department has not identified any relevant Federal rules that duplicate, overlap, or conflict with this rule.

An interim final rule concerning this action was published in the **Federal Register** on July 6, 2000 (65 FR 41557). Copies of that rule were also mailed or sent via facsimile to all Committee members. Finally, the interim final rule was made available through the Internet by the Office of the Federal Register. A 60-day comment period was provided for interested persons to respond to the interim final rule. The comment period ended on September 5, 2000, and no comments were received.

A small business guide on complying with fruit, vegetable, and specialty crop marketing agreements and orders may be viewed at: <http://www.ams.usda.gov/fv/moab.html>. Any questions about the compliance guide should be sent to Jay Guerber at the previously mentioned address in the **FOR FURTHER INFORMATION CONTACT** section.

After consideration of all relevant matter presented, including the information and recommendation submitted by the Committee and other available information, it is hereby found that this rule, as hereinafter set forth, will tend to effectuate the declared policy of the Act.

List of Subjects in 7 CFR Part 931

Marketing agreements, Pears, Reporting and recordkeeping requirements.

Accordingly, the interim final rule amending 7 CFR part 931 which was published at 65 FR 41557 on July 6, 2000, is adopted as a final rule and an additional amendment is made to part 931 as set forth below.

PART 931—FRESH BARTLETT PEARS GROWN IN OREGON AND WASHINGTON

1. The authority citation for 7 CFR part 931 continues to read as follows:

Authority: 7 U.S.C. 601–674.

2. Section 931.110 is revised to read as follows:

§ 931.110 Communications.

Unless otherwise specifically prescribed in this subpart, or in the marketing agreement and order, or unless otherwise required by the Committee, all reports, applications, submittals, requests, inspection certificates, and communications in

connection with the marketing agreement or order shall be forwarded to: Northwest Fresh Bartlett Pear Marketing Committee 4382 SE International Way, Suite A, Milwaukie, OR 97222–4635.

Dated: October 6, 2000.

Robert C. Keeney,

Deputy Administrator, Fruit and Vegetable Programs.

[FR Doc. 00–27977 Filed 10–31–00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000–NE–21–AD; Amendment 39–11953; AD 2000–22–07]

RIN 2120–AA64

Airworthiness Directives; International Aero Engines AG (IAE) V2500–A5 and –D5 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain International Aero Engines AG (IAE) V2500–A5 and –D5 series turbofan engines, identified by serial number. This amendment requires the removal of engines assembled with an improper High Pressure Turbine (HPT) module configuration from service prior to accumulating 5,100 or 7,600 cycles in the improper configuration, or at the next shop visit, depending on the type of improper HPT configuration, and restoration to type design. This amendment is prompted by reports of engines that do not conform to the engine type design, which could cause a Low Cycle Fatigue (LCF) life reduction of the HPT stage 1 disk. The actions specified by this AD are intended to restore engines to type design configuration and to prevent possible LCF failure of the HPT stage 1 disk, which could result in an uncontained engine failure and damage to the airplane.

DATES: Effective December 6, 2000. The incorporation by reference of certain publications listed in the rule is approved by the Director of the Federal Register as of December 6, 2000.

ADDRESSES: The service information referenced in this AD may be obtained from International Aero Engines AG, 400 Main Street, East Hartford, CT 06108; telephone: (860) 565–5515; fax:

(860) 565–5510. This information 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:

Robert Ganley, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone: 781–238–7138, fax: 781–238–7199.

SUPPLEMENTARY INFORMATION: A

proposal to amend part 39 of the Federal Aviation Regulations (14 CFR 39) to include an airworthiness directive (AD) that is applicable to International Aero Engines AG V2500–A5 and –D5 series turbofan engines was published in the **Federal Register** on June 30, 2000 (65 FR 40555). That action proposed to require the removal from service of certain V2500–A5 and –D5 series engines, identified by serial numbers, prior to accumulating 5,100 or 7,600 cycles in the improper configuration, or at the next shop visit, depending on the type of improper HPT module configuration and the restoration type design.

Comments Received

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the one comment received. The comment states that the manufacturer's service documentation is the root cause of the configuration errors, and that the documentation should be designed to minimize the probability of such errors.

The FAA disagrees. The FAA believes that the manufacturer's service documentation, as currently written, is technically accurate. The documentation should not in itself be considered the root cause for configuration errors. The FAA recognizes that in some instances, service documentation may not be as clear as originally intended. The FAA continues to work with all engine manufacturers to ensure that clear and precise service documents are issued to alleviate any potential confusion by the operators.

Economic Impact

No comments were received on the economic impact contained in the proposed rules.

Regulatory Impact

This 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 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 adding the following new airworthiness directive:

AD-2000-22-07. International Aero Engines AG (IAE) V2500-A5 and -D5 series turbofan engines listed by Serial Number (S/N) as follows:

Applicability: International Aero Engines AG (IAE) V2500-A5 and -D5 series turbofan engines listed by Serial Number (S/N) as follows:

- V10011
- V10035
- V10036
- V10039
- V10040
- V10041
- V10054
- V10067
- V10079
- V10080
- V10084
- V10111
- V10121
- V10123
- V10124
- V10130
- V10131
- V10139
- V10166
- V10172
- V10174
- V10180
- V10199
- V10221
- V10341
- V20001
- V20013

- V20017
- V20019
- V20023
- V20033
- V20037

These engines are installed on, but not limited to, Airbus Industries A319, A320, A321 series, and McDonnell Douglas MD-90 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 (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.

To restore the engines to type design and to prevent possible low cycle fatigue (LCF) failure of the HPT stage 1 disk, which could lead to an uncontained engine failure and damage to the airplane, accomplish the following:

Removal and Restoration of the HPT Module

(a) For those engines identified by serial numbers in Table 1 of this AD, with HPT modules built to configuration X, X' X*, Y, or Z, remove from service in accordance with Table 1 and restore the HPT module to type design in accordance with IAE All Operators Wire (AOW) 1053, Issue 2, dated June 20, 2000.

TABLE 1

Engine serial no.	HPT module configuration	HPT hardware	Reconfigure at or prior to—
V10084, V10035, V10036, V10039, V10130, V10011, V10040, V10079, V10080, V10124, V10123, V10111, V20013, V20017, V10172, V10174, V20019, V10180, V20023.	X	High Flow Blades: Post SB72-0242 Low Flow Duct Assembly: Pre SB72-0241 Towel Bar Seals, P/N 2A0530: Installed	The earlier of the next shop visit; or accumulating either 5100 cycles in service (CIS) in configuration X, or 100 CIS after the effective date of this AD, whichever occurs later.
V20037	X'	2 High Flow Blades: Post SB72-0242 Low Flow Duct Assembly: Pre SB72-0241 Towel Bar Seals, P/N 2A0530: Not Installed	The earlier of the next shop visit; or accumulating either 7600 CIS in configuration X, or 100 CIS after the effective date of this AD, whichever occurs later.
V20001, V20033	X*	3 or fewer High Flow Blades: Post SB72-0242 Low Flow Duct Assembly: Pre SB72-0241 Towel Bar Seals, P/N 2A0530: Not Installed	Next shop visit.
V10199, V10166, V10054, V10131, V10139, V10041, V10121, V10067, V10341.	Y	High Flow Blades: Pre SB72-0242 High Flow Duct Assembly: Post SB72-0241 Towel Bar Seals, P/N 2A0530: Installed	Next shop visit.

TABLE 1—Continued

Engine serial no.	HPT module configuration	HPT hardware	Reconfigure at or prior to—
V10221	Z	Low Flow Blades: Pre SB72–0242 High Flow Duct Assembly: Post SB72–0241 Towel Bar Seals, P/N 2A0530: Installed	Next shop visit.

Alternative Methods of Compliance

(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 requests 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.

Special Flight Permits

(c) 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

(d) The restoration to type design must be done in accordance with International Aero Engines AOW 1053, Issue 2, dated June 20, 2000. 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 International Aero Engines AG, 400 Main Street, East Hartford, CT 06108; telephone: (860) 565–5515; fax (860) 565–5510. 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.

Effective Date of This AD

(e) This amendment becomes effective on December 6, 2000.

Issued in Burlington, Massachusetts, on October 23, 2000.

David A. Downey,

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

[FR Doc. 00–27632 Filed 10–31–00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000–NM–132–AD; Amendment 39–11950; AD 2000–22–04]

RIN 2120–AA64

Airworthiness Directives; Learjet Model 45 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Learjet Model 45 series airplanes, that requires repetitive application of grease to the rotating disk assembly of the nose landing gear squat switch mechanism. Application of grease to the squat switch assembly is necessary to prevent moisture contamination and subsequent formation of ice. Such ice formation could result in bending or damaging of the nose landing gear squat switch assembly, which could drive the nose wheel to an uncommanded angle against the force of the steering system. This condition, if not corrected, could result in the airplane departing from the runway at high speeds during landing.

DATES: Effective December 6, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 6, 2000.

ADDRESSES: The service information referenced in this AD may be obtained from Learjet Inc., One Learjet Way, Wichita, Kansas 67209–2942. 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, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the **Federal Register**, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Shane Bertish, Aerospace Engineer,

Systems and Equipment Branch, ACE–116W, FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946–4156; fax (316) 946–4407.

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 Learjet Model 45 series airplanes was published in the **Federal Register** on June 27, 2000 (65 FR 39578). That action proposed to require repetitive application of grease to the rotating disk assembly of the nose landing gear squat switch mechanism.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA’s determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Interim Action

This is considered to be interim action. The manufacturer has advised that it currently is developing a modification that will positively address the unsafe condition addressed by this AD. Once this modification is developed and approved, and parts are available, the FAA may consider additional rulemaking.

Cost Impact

There are approximately 69 Learjet Model 45 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 45 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$2,700, or \$60 per airplane, per application.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of