

To prevent the potential for the inboard flap attachment fittings buckling while operating at full flaps with full power into a head-on wind gust, which could result in loss of control of the airplane, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, modify the flap inboard attachment fittings by installing a reinforcement angle bracket on the inside of the center web of both flap inner attachment fittings (Modification Kit Number 500.50.12.199). Accomplish this modification in accordance with the Accomplishment Instructions section of Pilatus Service Bulletin No. 57-004, dated June 11, 1999.

(b) As of the effective date of this AD, no person may install on any of the affected airplanes, flap inboard attachment fittings that do not have Modification Kit Number 500.50.12.199 incorporated.

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

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, 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.

(e) The modification required by this AD shall be done in accordance with Pilatus Service Bulletin No. 57-004, dated June 11, 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 Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(f) This amendment becomes effective on January 14, 2000.

Issued in Kansas City, Missouri, on November 15, 1999.

Marvin R. Nuss,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NE-52-AD; Amendment 39-11438; AD 99-24-14]

RIN 2120-AA64

Airworthiness Directives; General Electric Company CF6-80E1A2 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to General Electric Company (GE) CF6-80E1A2 series turbofan engines. This action requires removing from service stage 2 high pressure turbine (HPT) disks and impeller spacers prior to exceeding new, lower cyclic life limits and imposes a drawdown program for those parts that currently exceed, or will exceed, the new lower limits. This amendment is prompted by the results of a refined low cycle fatigue (LCF) analysis. The actions specified in this AD are intended to prevent LCF cracking and failure of stage 2 HPT disks and impeller spacers, which could result in an uncontained engine failure and damage to the aircraft.

DATES: Effective December 13, 1999.

Comments for inclusion in the Rules Docket must be received on or before January 25, 2000.

ADDRESSES: Submit comments to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-NE-52-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be sent via the Internet using the following address: "9-ane-adcomment@faa.gov". Comments sent via the Internet must contain the docket number in the subject line.

The service information referenced in this AD may be obtained from General Electric Company via Lockheed Martin Technology Services, 10525 Chester Road, Suite C, Cincinnati, OH 45215; telephone (513) 672-8400, fax (513) 672-8422. 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: John E. Golinski, Aerospace Engineer, Engine Certification Office, FAA, Engine and

Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7135, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) received results of a refined low cycle fatigue (LCF) analysis for stage 2 high pressure turbine (HPT) disks and impeller spacers installed on General Electric Company (GE) CF6-80E1A2 series turbofan engines. GE has advised the FAA that the retirement lives of the CF6-80E1A2 HPT stage 2 disk and impeller spacer identified in Chapter 5 of the Engine Manual need to be reduced. Updated stress analysis showed the operating stresses to be higher than originally predicted, resulting in lower calculated cyclic retirement lives for these components. The lower calculated cyclic lives are below the current retirement lives found in Chapter 5 of the Engine Manual. There have been no reports to date of LCF cracking or distress on these components attributed to parts exceeding the new reduced Chapter 5 retirement lives. The LCF analysis completed as part of a CF6-80E1 derivative model certification program showed significantly different retirement lives for the two engine models with similar components. GE initiated an investigation and assessment of the LCF analysis to understand the disparity and determined the updated and refined analysis resulted in a more complete understanding of the operating stresses for certain critical features for these components. This condition, if not corrected, could result in LCF cracking and failure of stage 2 HPT disks and impeller spacers, which could result in an uncontained engine failure and damage to the aircraft.

Service Information

GE CF6-80E1A2 SB 72-0169, dated July 22, 1999, that describes the new, lower life cyclic life limits and a drawdown plan for both the stage 2 HPT disks and impeller spacers.

Difference Between AD and SB

The SB, unlike this AD, includes a drawdown plan for impeller spacers.

A recent reassessment of the need for a drawdown program for the impeller spacer occurred when a high cycle engine with the affected stage 2 HPT disk and impeller spacer had recently been removed from service due to high vibration. The assessment shows a drawdown program was not required for the impeller spacer.

In addition, the SB includes a drawdown program for the diffuser vane ring which is not included in the AD.

Required Actions

Since an unsafe condition has been identified that is likely to exist or develop on other engines of the same type design, this AD is being issued to prevent an uncontained engine failure. This AD requires removing from service stage 2 HPT disks, part number (P/N) 1639M50P03, prior to exceeding new, lower cyclic life limits, and replacing with serviceable parts. The AD also imposes a drawdown program for those parts that currently exceed, or will exceed, the new lower limits. The HPT impeller spacers, P/N 1473M85P02, need only to be removed and replaced prior to exceeding the new, lower cyclic life limit. The FAA has determined, based on a current fleet histogram, that a separate drawdown program for the HPT impeller spacer is not needed since there are no impeller spacers in service which exceed the new reduced cyclic life limit. The new life limits are based on an updated stress and life analysis.

Immediate Adoption

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 AD 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 9X-NE-XX-AD." The postcard will be date stamped and returned to the commenter.

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.

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, 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:

99-24-14 General Electric Company:

Amendment 39-11438. Docket 99-NE-52-AD.

Applicability: General Electric Company (GE) CF6-80E1A2 series turbofan engines, with stage 2 high pressure turbine (HPT) disks, part number (P/N) 1639M50P03, and HPT impeller spacers, P/N 1473M85P02, installed. These engines are installed on but not limited to Airbus Industrie A330 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 (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, unless accomplished previously.

To prevent low cycle fatigue (LCF) cracking and failure of stage 2 HPT disks and impeller spacers, which could result in an uncontained engine failure and damage to the aircraft, accomplish the following:

Stage 2 HPT Disks Drawdown Plan

(a) Remove from service stage 2 HPT disks, P/N 1639M50P03, and replace with serviceable parts, as follows:

Note 2: GE CF6-80E1A2 Service Bulletin (SB) 72-0169, dated July 22, 1999, describes the stage 2 HPT disk drawdown plan.

(1) For disks that have accumulated greater than or equal to 3,800 cycles-since-new (CSN) on the effective date of this AD, remove within 200 cycles-in-service (CIS) after the effective date of this AD, but not to exceed 6,400 CSN.

(2) For disks that have accumulated greater than or equal to 2,500 CSN on the effective date of this AD and less than 3,800 CSN on the effective date of this AD, remove from service prior to accumulating 4,000 CSN.

(3) For disks that have accumulated greater than or equal to 1,900 CSN on the effective date of this AD and less than 2,500 CSN on the effective date of this AD, remove from service within 1,500 CIS after the effective date of the AD.

(4) For disks that have accumulated less than 1,900 CSN on the effective date of this AD, remove prior to accumulating 3,400 CSN.

New, Stage 2 HPT Disk Lower Life Limit

(b) Except for the provisions of paragraph (d) of this AD, no stage 2 HPT disk, P/N 1639M50P03, may be installed with 3,400 or greater CSN.

New, Lower HPT Impeller Spacer Life Limit

(c) Remove from service HPT impeller spacers, P/N 1473M85P02, prior to accumulating 5,100 CSN. Except for the provisions of paragraph (d) of this AD, no HPT impeller spacer, P/N 1473M85P02, may be installed with 5,100 or greater CSN.

Note 3: GE CF6-80E1A2 SB 72-0169, dated July 22, 1999, describes an HPT impeller spacer drawdown plan that is not utilized in this AD.

Alternative Method of Compliance

(d) 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 4: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Ferry Flights

(e) 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.

(f) This amendment becomes effective on December 13, 1999.

Issued in Burlington, Massachusetts, on October 18, 1999.

David A. Downey,

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

[FR Doc. 99-30624 Filed 11-24-99; 8:45 am]

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

[Docket No. 99-NM-260-AD; Amendment 39-11432; AD 99-24-08]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 737-100, -200, -300, -400, and -500 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to all Boeing Model 737-100, -200, -300, -400, and -500 series airplanes, that currently requires, for certain airplanes, repetitive replacements of the airplane battery with a new or reconditioned battery and

replacement of the battery charger with a new or serviceable battery charger; performing repetitive tests to determine the condition of a certain diode of the Generator Control Units (GCU); and corrective actions, if necessary. This amendment adds, for certain other airplanes, a requirement for repetitive replacements of the airplane battery with a new or reconditioned battery, and clarifies a diode test requirement. This amendment is prompted by an incident during which all electrical power was lost due to a combination of a weak or depleted battery and the failure of a certain diode of the GCU. The actions specified in this AD are intended to prevent failure of all electrically powered airplane systems, which could result in the inability to continue safe flight and landing.

DATES: Effective December 13, 1999.

The incorporation by reference of Boeing Telex Message M-7200-99-01528, dated March 5, 1999, as listed in the regulations, was approved previously by the Director of the **Federal Register** as of September 16, 1999 (64 FR 47656, September 1, 1999).

Comments for inclusion in the Rules Docket must be received on or before January 25, 2000.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-260-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Stephen S. Oshiro, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2793; fax (425) 227-1181.

SUPPLEMENTARY INFORMATION: On August 24, 1999, the FAA issued AD 99-18-17, amendment 39-11283 (64 FR 47656, September 1, 1999), applicable to all Boeing Model 737-100, -200, -300, -400, and -500 series airplanes, to require repetitive replacements of the airplane battery with a new or reconditioned battery and, for certain airplanes, replacement of the battery charger with a new or serviceable

battery charger. That action also requires performing repetitive tests to determine the condition of a certain diode of the Generator Control Units (GCU); and corrective actions, if necessary. That action was prompted by an incident during which all electrical power was lost due to a combination of a weak or depleted battery and the failure of a certain diode of the GCU. The actions required by that AD are intended to prevent failure of all electrically powered airplane systems, which could result in the inability to continue safe flight and landing.

Actions Since Issuance of Previous Rule

Following the incident described previously in which all electrical power was lost due to a weak or depleted battery and the failure of certain GCU diodes, an assessment of airplane battery maintenance was conducted. As a result, it was determined that some operators have extended maintenance intervals beyond those recommended by the airplane manufacturer, which increases the likelihood of allowing an airplane to operate with a weak or depleted airplane battery. In addition, the risk associated with the use of such a battery is greater on Model 737-100 and -200 series airplanes because some of these airplanes use an older version of battery charger. The older version has charging characteristics that are not compatible with the extended airplane battery maintenance intervals.

Since the issuance of AD 99-18-17, the FAA has determined that it is necessary to revise certain requirements of that AD. The FAA points out that its intent in that AD was to require operators of Model 737-100 and -200 series airplanes equipped with battery chargers having Boeing part number (P/N) 10-60701-3, as well as P/N 10-60701-1, to replace the airplane battery with a new or reconditioned airplane battery. However, the replacement requirement for airplanes equipped with a battery charger having Boeing P/N 10-60701-3 was inadvertently omitted from paragraph (a) of the AD. That requirement is included in paragraph (f) of this AD.

The FAA also has determined that it is necessary to clarify its intent in AD 99-18-17 regarding the test required to determine the condition of diode CR910 of the GCU. Although that AD only specifies that "a test" is required, this AD clarifies that the required test is the "Alternative Test of Diode CR910," which is specified along with various other tests included in Boeing Telex Message M-7200-99-01528, dated March 5, 1999. This change is necessary because the test requirement specified