

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager.

(2) This AD applies to each sailplane 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 sailplanes 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 (e)(1) 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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact the Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4091.

(g) *What if I need to fly the sailplane to another location to comply with this AD?* The FAA can issue a special flight permit under §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your sailplane to a location where you can accomplish the requirements of this AD.

(h) *Who should I contact if I have questions regarding the service information?* Questions or technical information related to Rolladen Schneider Technical Bulletin No. 6036, dated June 8, 1999, should be directed to Rolladen-Schneider Flugzeugbau GmbH, Muhlstrasse 10, D-63329 Egelsbach, Germany; phone: ++ 49 6103 204126; facsimile: ++ 49 6103 45526. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

(i) *Are any service bulletins incorporated into this AD by reference?* Yes. Actions required by this AD must be done in accordance with Rolladen Schneider Technical Bulletin No. 6036, dated June 8, 1999. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Rolladen-Schneider Flugzeugbau GmbH, Muhlstrasse 10, D-63329 Egelsbach, Germany. You can look at copies 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.

(j) *Has the airworthiness authority for the State of Design addressed this action?* Yes. The subject of this AD is addressed in German AD 1999-266, dated July 6, 1999.

(k) *When does this amendment become effective?* This amendment becomes effective on February 4, 2000.

Issued in Kansas City, Missouri, on January 3, 2000.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00-497 Filed 1-11-00; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NE-58-AD; Amendment 39-11506; AD 2000-01-09]

RIN 2120-AA64

Airworthiness Directives; GE Aircraft Engines CJ610 Series Turbojet Engines and CF700 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 GE Aircraft Engines (GEAE) CJ610 series turbojet and CF700 series turbofan engines. This action requires removal of certain unapproved parts before further flight. This amendment is prompted by findings that life-limited parts, with forged and inaccurate records, have been introduced into the field and might be installed on the affected engines. The actions specified in this AD are intended to prevent the use of unapproved parts. This condition, if not corrected, could lead to an uncontained engine failure and damage to the airplane.

DATES: Effective February 11, 2000.

Comments for inclusion in the Rules Docket must be received on or before March 13, 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-58-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.

FOR FURTHER INFORMATION CONTACT:

Kevin Donovan, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7743, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: On or about October 20, 1999, an investigation jointly conducted by the Department of Transportation Inspector General and the Federal Bureau of Investigation concluded that the airworthiness documentation accompanying certain parts distributed contained false and inaccurate data. Some airworthiness approvals appear to contain signature blocks that were electronically scanned from a signature block obtained from a previous airworthiness approval form. The scanned signature block was then electronically applied to other airworthiness approval forms, which contained fictitious cycle counts. In addition, documents appear to have been created by splicing together several items then photocopying the created document to make the copy appear as an original document. Thus, the airworthiness of those parts is suspect. The FAA has identified 127 rotating parts, identified in Appendix 1 by part number and serial number, that are determined to be unapproved parts. Continued operation of these unapproved parts may result in life limited parts exceeding the FAA approved low-cycle fatigue life limits. This condition, if not corrected, could lead to an uncontained engine failure and damage to the airplane.

Required Actions

Since an unsafe condition has been identified that is likely to exist or develop on other GE CJ610 series turbojet and CF700 series turbofan engines of the same type design, this AD is being issued to prevent use of unapproved parts, which could lead to an uncontained engine failure. This AD requires removal of parts listed in Appendix 1 of this AD before further flight and replacement with serviceable parts.

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 in triplicate 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 99-NE-58-AD." The postcard will be date stamped and returned to the commenter.

Regulatory Impact

This final rule does not have federalism implications, as defined in Executive Order 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 final 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:

2000-01-09 General Electric Aircraft

Engines (GEAE): Amendment 39-11506. Docket 99-NE-58-AD.

Applicability: CJ610 series turbojet and CF700 series turboprop engines, with parts listed by part number (P/N) and serial number (SN) in Appendix 1, installed. These engines are installed on, but not limited to, the Dassault-Aviation Fan Jet Falcon 20 series, Sabreliner NA265 series, Learjet 20 series, Israel Aircraft Industries Westwind series, Hansa Jet, Aero Commander, and Jet Commander.

Appendix 1

| Part number | Part name | Serial number |
|---------------------|-------------------------------|---------------|
| 3007T98G01 | Shaft, compressor drive | HPCTQA11693 |
| 3007T98G01 | Shaft, compressor drive | HPCTQA11929 |
| 3007T98G01 | Shaft, compressor drive | HPCTQA1929 |
| 3007T98G01 | Shaft, compressor drive | HPGTQA9947 |
| 3007T98G01 | Shaft, compressor drive | TQA14300 |
| 37D401014P101 | Torque ring, turbine | GGM681 |
| 37D401014P101 | Torque ring, turbine | GGMCBK1977 |
| 37D401014P101 | Torque ring, turbine | GGMWZA1230 |
| 37D401014P101 | Torque ring, turbine | GGMWZA2322 |
| 37D401014P101 | Torque ring, turbine | GGMWZA4665 |
| 37D401014P101 | Torque ring, turbine | PMB08403P |
| 37D401014P102 | Torque ring, turbine | PMB19204 |
| 37D401302P101 | Spacer, stage 2 | GATI2099WYR |
| 37D401302P101 | Spacer, stage 2 | GATWZA09656 |
| 37D401302P101 | Spacer, stage 2 | GATWZA10002 |
| 37D401302P101 | Spacer, stage 2 | GATWZA10148 |
| 37D401302P101 | Spacer, stage 2 | GATWZA5419 |
| 37D401303P102 | Spacer, stage 3 | GATCBK02192 |
| 37D401303P102 | Spacer, stage 3 | GATWZA12030 |
| 37D401303P102 | Spacer, stage 3 | GGMWZA1022 |
| 37D401303P104 | Spacer, stage 3 | GATWYR5364 |
| 37D401304P104 | Spacer, stage 4 | GATANWA2378 |
| 37D401305P103 | Spacer, stage 5 | GATANW9528 |
| 37D401305P103 | Spacer, stage 5 | GATANWA7441 |
| 37D401305P103 | Spacer, stage 5 | GATANWA8542 |
| 37D401305P103 | Spacer, stage 5 | GGMANW3172 |
| 37D401306P103 | Spacer, stage 6 | GATANW6380 |
| 37D401306P103 | Spacer, stage 6 | GGMANW2331 |
| 37D401306P105 | Spacer, stage 6 | GATCDY71386 |
| 37D401306P105 | Spacer, stage 6 | GATO7040CDY |
| 37D401307P103 | Spacer, stage 7 | GAT59653 |
| 37D401307P103 | Spacer, stage 7 | GATANW7170 |

| Part number | Part name | Serial number |
|---------------|-------------------------|---------------|
| 37D401307P103 | Spacer, stage 7 | GATANWA7134 |
| 37D401307P103 | Spacer, stage 7 | GGMANW3104 |
| 37D401312P101 | Disc, stage 2 | GATI0156WZA |
| 37D401312P101 | Disc, stage 2 | GATO8253WZA |
| 37D401312P101 | Disc, stage 2 | GATWZA3983 |
| 37D401312P101 | Disc, stage 2 | GATWZA6604 |
| 37D401312P101 | Disc, stage 2 | GGMCBK620 |
| 37D401312P101 | Disc, stage 2 | GGMMLBA4491 |
| 37D401313P101 | Disc, stage 3 | GATI3249WYI |
| 37D401313P101 | Disc, stage 3 | GATO7644WZA |
| 37D401313P101 | Disc, stage 3 | GATWZA6522 |
| 37D401313P101 | Disc, stage 3 | GATWZA6723 |
| 37D401313P101 | Disc, stage 3 | GGMMLBA2102 |
| 37D401314P102 | Disc, stage 4 | GAT05572WZA |
| 37D401314P102 | Disc, stage 4 | GATO4383WZA |
| 37D401314P102 | Disc, stage 4 | GGMWZA6818 |
| 37D401315P101 | Disc, stage 5 | GAT12406WZA |
| 37D401315P101 | Disc, stage 5 | GATWZA4753 |
| 37D401315P101 | Disc, stage 5 | GATWZA7093 |
| 37D401316P101 | Disc, stage 6 | GAT10162WZA |
| 37D401316P101 | Disc, stage 6 | GATWZA4435 |
| 37D401316P101 | Disc, stage 6 | GATWZA7208 |
| 37D401316P101 | Disc, stage 6 | GGMWZA3376 |
| 37D401317P101 | Disc, stage 7 | GAT10013WZA |
| 37D401317P101 | Disc, stage 7 | GAT13322WZA |
| 37D401317P101 | Disc, stage 7 | GATI5009WYR |
| 37D401709P101 | Disc, stage 8 | GATO3900WZA |
| 37D401709P101 | Disc, stage 8 | GATO5381WZA |
| 37D401709P101 | Disc, stage 8 | GGMWZA6906 |
| 37D401709P101 | Disc, stage 8 | GGMWZA6942 |
| 37E501428P102 | Disc and shaft, stage 1 | GATI2001WZA |
| 37E501428P102 | Disc and shaft, stage 1 | GATWZA8639 |
| 37E501428P106 | Disc and shaft, stage 1 | GATO8474WZA |
| 37E501428P106 | Disc and shaft, stage 1 | GGMWZA3231 |
| 4010T01P01 | Seal labyrinth, stage 8 | JADCSF334P59 |
| 4010T01P01 | Seal labyrinth, stage 8 | JADCSF5222 |
| 4010T01P01 | Seal labyrinth, stage 8 | JADCSF5444P21 |
| 4010T01P01 | Seal labyrinth, stage 8 | JADMCI3214 |
| 4036T24P01 | Turbine wheel, stage 2 | GATWYR14035 |
| 4036T24P01 | Turbine wheel, stage 2 | GATWYR14655 |
| 5013T79P01 | Disc, stage 5 | GATI1679WZA |
| 5013T82P01 | Disc, stage 7 | GATI7662WYR |
| 5013T88P01 | Spacer, stage 4 | GAT69935 |
| 5013T88P01 | Spacer, stage 4 | GATCDY66715 |
| 5013T89P01 | Spacer, stage 5 | GAT60180CDY |
| 5013T90P01 | Spacer, stage 7 | GAT81678CDY |
| 5013T90P01 | Spacer, stage 7 | GATCDY82036 |
| 5018T16P01 | Disc, stage 4 | GAT12222WYR |
| 6028T44P01 | Turbine wheel, stage 1 | GAT11900 |
| 6028T44P01 | Turbine wheel, stage 1 | GAT13094 |
| 6028T44P01 | Turbine wheel, stage 1 | GAT14749 |
| 6028T44P01 | Turbine wheel, stage 1 | GAT15160 |
| 6028T44P01 | Turbine wheel, stage 1 | GAT15396WYR |
| 6028T44P01 | Turbine wheel, stage 1 | GAT15703 |
| 6028T44P01 | Turbine wheel, stage 1 | GAT15821 |
| 6028T44P01 | Turbine wheel, stage 1 | GAT15899 |
| 6028T44P01 | Turbine wheel, stage 1 | GAT59743 |
| 6028T44P01 | Turbine wheel, stage 1 | GAT60190 |
| 6028T44P01 | Turbine wheel, stage 1 | GAT60197 |
| 6028T44P01 | Turbine wheel, stage 1 | GAT60483 |
| 6028T44P01 | Turbine wheel, stage 1 | GAT7321 |
| 6028T44P01 | Turbine wheel, stage 1 | GATA8475 |
| 6028T44P01 | Turbine wheel, stage 1 | GATA8492 |
| 6028T44P01 | Turbine wheel, stage 1 | GATAJ204 |
| 6028T44P01 | Turbine wheel, stage 1 | GATB6925 |
| 6028T44P01 | Turbine wheel, stage 1 | GATBE998 |
| 6028T44P01 | Turbine wheel, stage 1 | GATE2150 |
| 6028T44P01 | Turbine wheel, stage 1 | GATE2259 |
| 6028T44P01 | Turbine wheel, stage 1 | GATE2291 |
| 6028T44P01 | Turbine wheel, stage 1 | GATE2336 |
| 6028T44P01 | Turbine wheel, stage 1 | GATF4496 |
| 6028T44P01 | Turbine wheel, stage 1 | GATF4507 |
| 6028T44P01 | Turbine wheel, stage 1 | GATFE953 |
| 6028T44P01 | Turbine wheel, stage 1 | GATG6470 |

| Part number | Part name | Serial number |
|-------------------|------------------------------------|---------------|
| 6028T44P01 | Turbine wheel, stage 1 | GATV6541 |
| 6028T44P01 | Turbine wheel, stage 1 | GATV6588 |
| 6028T44P01 | Turbine wheel, stage 1 | GATW1573 |
| 634E583P04 | Turbine wheel, stage 1 | GATWZA4994 |
| 634E583P5 | Turbine wheel, stage 1 | GAT10650 |
| 634E583P5 | Turbine wheel, stage 1 | GAT13048 |
| 646C596P2 | Turbine wheel, stage 2 | GATCBK01912 |
| 646C596P2 | Turbine wheel, stage 2 | GATWYR12725 |
| 646C596P2 * | Turbine wheel, stage 2 | GATWZA9723 |
| 646C594P2 * | Turbine wheel, stage 2 | GATWZA9723 |
| 646C594P1 * | Turbine wheel, stage 2 | GATWZA9723 |
| 841B690P7 | Assy, Turbine wheel, stage 1 | GAT9383WZA |
| 841B690P7 | Assy, Turbine wheel, stage 1 | GATMKF07225 |
| 841B690P7 | Assy, Turbine wheel, stage 1 | GATWYR12358 |
| 841B690P7 | Assy, Turbine wheel, stage 1 | GATWYR13457 |
| 841B690P7 | Assy, Turbine wheel, stage 1 | GATWYR13677 |
| 841B690P7 | Assy, Turbine wheel, stage 1 | GATWZA8110 |
| 841B690P7 | Assy, Turbine wheel, stage 1 | GATWZA8263 |
| 841B690P7 | Assy, Turbine wheel, stage 1 | GATWZA9182 |
| 841B690P7 | Assy, Turbine wheel, stage 1 | OJL0145 |
| 841B690P7 | Assy, Turbine wheel, stage 1 | WDBMKF07219 |

* The FAA has determined that up to three Stage 2 Turbine wheels, SN GATWZA9723, may have been distributed with three different P/N's. Therefore, while only P/N 646C596P1 is an approved P/N for the CJ610 and CF700 model engine, all three part numbers are listed.

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 prevent the use of unapproved parts, which could lead to an uncontained engine failure and damage to the airplane, accomplish the following:

Replacement of Unapproved Parts

(a) Before further flight after the effective date of this AD, remove any part listed by P/N and SN in Appendix 1 of this AD, and replace it with a serviceable part.

Alternate 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.

Effective Date of This AD

(c) This amendment becomes effective on February 11, 2000.

Issued in Burlington, Massachusetts, on January 5, 2000.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 00-597 Filed 1-11-00; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ACE-51]

Amendment to Class E Airspace; Marshall, MO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action amends the Class E airspace area at Marshall Memorial Municipal Airport, Marshall, MO. The FAA has developed Global Positioning System (GPS) Runway (RWY) 18, GPS RWY 36 Standard Instrument Approach Procedures (SIAPs), and amended the Nondirectional Radio Beacon (NDB) RWY 36 SIAP to serve Marshall Memorial Municipal Airport, MO. Additional controlled airspace extending upward from 700 feet Above Ground Level (AGL) is needed to accommodate these SIAPs and for Instrument Flight Rules (IFR) operations at this airport. The enlarged area will contain the GPS RWY 18, GPS RWY 36,

and NDB RWY 36 SIAPs in controlled airspace. The extension of the north is eliminated.

In addition, a minor revision to the Airport Reference Point (ARP) and NDB coordinates is included in this document.

The intended effect of this rule is to provide controlled Class E airspace for aircraft executing GPS RWY 18, GPS RWY 36 and NDB RWY 36 SIAPs, revise the ARP and NDB coordinates, eliminate the extension to the north and to segregate aircraft using instrument approach procedures in instrument conditions from aircraft operating in visual conditions.

DATES: This direct final rule is effective on 9091 UTC, April 20, 2000.

Comments for inclusion in the Rules Docket must be received on or before February 16, 2000.

ADDRESSES: Send comments regarding the rule in triplicate to: Manager, Airspace Branch, Air Traffic Division, ACE-520, DOT Regional Headquarters Building, Federal Aviation Administration, Docket Number 99-ACE-49, 901 Locust, Kansas City, Mo 64106.

The official docket may be examined in the Office of the Regional Counsel for the Central Region at the same address between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours in the Air Traffic Division at the same address listed above.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, DOT Regional Headquarters Building, Federal