

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) 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 Mr. T.N. Baktha, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4155; facsimile: (316) 946-4407.

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

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Raytheon Mandatory Service Bulletin No. SB 57-3328, Issued: July, 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 Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. 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.

(i) *When does this amendment become effective?* This amendment becomes effective on March 19, 2001.

Issued in Kansas City, Missouri, on January 18, 2001.

**Michael Gallagher,**

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-2300 Filed 2-1-01; 8:45 am]

**BILLING CODE 4910-13-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2000-NE-54-AD; Amendment 39-12098; AD 2000-25-51]

**RIN 2120-AA64**

#### **Airworthiness Directives; Rolls-Royce Deutschland GmbH (Formerly BMW Rolls-Royce GmbH) Model BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 Turbofan Engines**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 2000-25-51 that was sent previously to all known U.S. owners and operators of Rolls-Royce Deutschland GmbH (formerly BMW Rolls-Royce GmbH) model BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines. This action requires that certain high pressure turbine (HPT) stage 1 disks, part numbers (P/N's) BRH20009, BRH20010, BRH12167, BRH12168, BRH12466, and BRH12467; and stage 2 disks, P/N's BRH19349 and BRH19350, be removed before exceeding the new reduced cyclic limit, and replaced with a serviceable disk. This amendment is prompted by a reduction of the life limit for several high pressure turbine (HPT) stage 1 and stage 2 disks. The actions specified in this AD are intended to prevent an uncontained failure of the HPT stage 1 or stage 2 disk due to exceeded life-cycle limits.

**DATES:** Effective February 20, 2001, to all owners and operators except those to whom it was made immediately effective by emergency AD 2000-25-51, issued on December 4, 2000, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before April 3, 2001.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 2000-NE-54-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:**

James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7176; fax (781) 238-7199.

**SUPPLEMENTARY INFORMATION:** On December 4, 2000, the Federal Aviation Administration (FAA) issued emergency AD 2000-25-51, applicable to certain Rolls-Royce Deutschland GmbH (RRD) (formerly BMW Rolls-Royce GmbH) BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines. The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for

Germany, recently notified the FAA that an unsafe condition may exist on certain RRD BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines. The LBA advises that it has received a report of a change in the process used to manufacture several HPT stage 1 and stage 2 disks. That change resulted in a condition that has decreased the cyclic life of the disks from the maximum cyclic life published in the Time Limits Manual. This condition, if not corrected, could result in an uncontained failure of the HPT stage 1 or stage 2 disk due to exceeded life-cycle limits.

The LBA has issued AD 2000-358/2 in order to assure the airworthiness of these RRD engines in Germany.

#### **Bilateral Airworthiness Agreement**

These engine models are manufactured in Germany, and are type certificated for operation in the United States under the provisions of § 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the LBA has kept the FAA informed of the situation described above. The FAA has examined the findings of the LBA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

#### **Requirements of This AD**

Since an unsafe condition has been identified that is likely to exist or develop on other RRD BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines of the same type design, this AD requires replacing HPT stage 1 and stage 2 disks, listed by P/N and SN in this AD, before exceeding the new reduced life limits.

#### **Immediate Adoption**

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by emergency AD issued on December 4, 2000 to all known U.S. owners and operators of RRD BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to Section 39.13 of part 39 of the Federal Aviation Regulations (14 CFR part 39) to make it effective to all persons.

## 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 2000-NE-54-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 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.

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:

#### 2000-25-51 Rolls-Royce Deutschland

**GmbH:** Amendment 39-12098. Docket 2000-NE-54-AD.

**Applicability:** This airworthiness directive (AD) is applicable to certain Rolls-Royce Deutschland GmbH (formerly BMW Rolls-Royce GmbH) model BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines that are listed by serial number in Table 1 and Table 2 of this AD, and that have a high pressure turbine (HPT) stage 1 disk, part number (P/N) BRH20009, BRH20010, BRH12167, BRH12168, BRH12466, or BRH12467 with a SN that is listed in Table 1; or a stage 2 disk, P/N's BRH19349 or BRH19350 with a SN that is listed in Table 2. These engines are installed on but not limited to McDonnell Douglas Corporation 717 airplanes.

**Note 1:** This 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

Compliance with this AD is required as indicated, unless already done.

To prevent an uncontained failure of the HPT stage 1 or stage 2 disk due to exceeded life-cycle limits, do the following:

(a) Remove HPT stage 1 disks listed in Table 1 before exceeding the cycles-since-new (CSN) in the "Replace By" column, and replace with serviceable disks.

TABLE 1.—HPT STAGE 1 DISKS BY ENGINE SN, DISK P/N, AND DISK SN

Engine Serial No.	Disk P/N	Disk SN	Replace by
13111 .....	BRH12466	312	2600 CSN
13112 .....	BRH12466	308	2600 CSN
13113 .....	BRH12167	130	2600 CSN
13118 .....	BRH12467	330	2600 CSN
13119 .....	BRH12467	319	2600 CSN
13120 .....	BRH12467	331	2600 CSN
13139 .....	BRH12168	154	2600 CSN
13174 .....	BRH20010	380	2600 CSN
13175 .....	BRH20010	381	2600 CSN
13176 .....	BRH20010	378	2600 CSN
13178 .....	BRH20009	221	2600 CSN
13179 .....	BRH20009	211	2600 CSN
13180 .....	BRH20009	228	2600 CSN
13182 .....	BRH20009	204	2600 CSN
13183 .....	BRH20009	205	2600 CSN
13184 .....	BRH20009	230	2600 CSN
13185 .....	BRH20010	377	2600 CSN
13177 .....	BRH20010	376	3600 CSN
13181 .....	BRH20009	199	3600 CSN
13186 .....	BRH20010	366	3600 CSN
13187 .....	BRH20009	224	3600 CSN
13192 .....	BRH20009	202	3600 CSN
13193 .....	BRH20009	225	3600 CSN

(b) Remove HPT stage 2 disks listed in Table 2 before exceeding 3800 CSN, and replace with serviceable disks.

TABLE 2.—HPT STAGE 2 DISKS BY ENGINE SN, DISK P/N, AND DISK SN

Engine Serial No.	Disk P/N	Disk SN
13111 .....	BRH19349	316
13112 .....	BRH19349	318
13114 .....	BRH19349	317
13120 .....	BRH19350	301
13138 .....	BRH19350	334

(c) After effective date of this AD, do not install any HPT stage 1 or stage 2 disks except as allowed by paragraphs (a), (b), or (d) of this AD.

#### Alternative Methods 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 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

(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.

#### Effective Date of This AD

(f) This amendment becomes effective on February 20, 2001, to all owners and operators except those to whom it was made immediately effective by emergency AD 2000-25-51, issued on December 4, 2000, which contained the requirements of this amendment.

Issued in Burlington, Massachusetts on January 24, 2001.

**Thomas A. Boudreau,**

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

[FR Doc. 01-2609 Filed 2-1-01; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2001-NM-14-AD; Amendment 39-12102; AD 2001-03-01]

**RIN 2120-AA64**

#### Airworthiness Directives; Israel Aircraft Industries, Ltd., Model Galaxy Airplanes

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to all Israel Aircraft Industries, Ltd., Model Galaxy airplanes. This action requires revising the Airplane Flight Manual to advise of the proper operation of the main entry door. This action is necessary to prevent the main entry door from jamming, which could impede the safe evacuation of passengers and crew during an emergency. This action is intended to address the identified unsafe condition.

**DATES:** Effective February 20, 2001.

Comments for inclusion in the Rules Docket must be received on or before March 5, 2001.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2001-NM-14-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227-1232. Comments may also be sent via the Internet using the following address: 9-anm-iarcomment@faa.gov. Comments sent via fax or the Internet must contain "Docket No. 2001-NM-14-AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 for Windows or ASCII text.

Information pertaining to this AD may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Tim Dulin, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2141; fax (425) 227-1149.

**SUPPLEMENTARY INFORMATION:** The Civil Aviation Administration of Israel (CAAI), which is the airworthiness authority for Israel, notified the FAA that an unsafe condition may exist on all Israel Aircraft Industries, Ltd., Model Galaxy airplanes. The CAAI advises that, following a landing and complete stop of a Model Galaxy airplane, an attempt to open the main entry door failed when the door jammed partially open because the door handle had been improperly operated, *i.e.*, the handle was not rotated all the way up in one continuous motion. The door sprung out

about 18 inches, remained in the vertical position, and dropped about 6 inches, making it nearly impossible to open or close the door from inside the airplane. The door was finally opened with assistance from outside the airplane. Improper operation of the main entry door could cause the door to jam and impede the safe evacuation of passengers and crew during an emergency.

#### Foreign Airworthiness Directive

The CAAI issued Israeli emergency airworthiness directive 52-00-12-15, dated January 2, 2001, to ensure the continued airworthiness of these airplanes in Israel.

#### FAA's Conclusions

This airplane model is manufactured in Israel 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 CAAI has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAAI, reviewed all available 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 Requirements of Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, this AD is being issued to prevent the main entry door from jamming, which could impede the safe evacuation of passengers and crew during an emergency. This AD requires a revision of the FAA-approved airplane flight manual (AFM) to advise of the proper operation of the main entry door.

#### 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, approved, and available, the FAA may consider additional rulemaking.

#### Difference Between this AD and the Israeli Airworthiness Directive

The CAAI mandates the installation of placards to advise of the proper operation of the main entry door. However, this AD does not require this action. The FAA has been advised that