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DEPARTMENT OF AGRICULTURE

Animal and Plant Health Inspection Service

7 CFR Part 319

Foreign Quarantine Notices

CFR Correction

In Title 7 of the Code of Federal Regulations, parts 300 to 399, revised as of January 1, 1999, page 200, first column, § 319.28 is corrected in paragraph (b)(1), second and twentieth lines, by removing "Japan" and adding in its place "the country of origin".

[FR Doc. 99-55541 Filed 12-13-99; 8:45 am]

BILLING CODE 1505-01-D

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-CE-69-AD; Amendment 39-11464; AD 99-26-05]

RIN 2120-AA64

Airworthiness Directives; The New Piper Aircraft, Inc. Models PA-25, PA-25-235, PA-25-260, PA-28S-160, PA-28S-180, PA-32S-300, PA-28-151, and PA-28-161 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to the following airplanes that incorporate certain Facet (manufactured by the Purolator Products Company) induction air filters:

—All The New Piper Aircraft, Inc. (Piper) Models PA-25, PA-25-235, PA-25-260, PA-28S-160, PA-28S-

180, and PA-32S-300 airplanes; and—Piper Models PA-28-151 and PA-28-161 airplanes that incorporate a certain supplemental type certificate (STC).

This AD requires replacing these induction air filters. This AD results from reports of cracking, splitting, crumbling, and deterioration (referred to as damage hereon) of Facet/Purolator induction air filters manufactured between a certain time period. The actions specified by this AD are intended to prevent pieces of a damaged induction air filter from being ingested into the engine, which could result in reduced or loss of engine power.

DATES: Effective January 13, 2000.

Comments for inclusion in the Rules Docket must be received on or before February 17, 2000.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-CE-69-AD, Room 1558, 901 Locust, Room 506, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from The New Piper Aircraft, Inc., Customer Services, 2926 Piper Drive, Vero Beach, Florida 32960. This information may also be examined at the FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-CE-69-AD, 901 Locust, Room 506, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: Ms. Juanita Craft, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6089; facsimile: (770) 703-6097; e-mail address: "Juanita.Craft@faa.gov".

SUPPLEMENTARY INFORMATION:

Discussion

AD 99-05-09, Amendment 39-111057 (64 FR 10211, March 3, 1999), currently requires replacing certain Purolator/Facet induction air filters, Purolator part number (P/N) 638873, Model No. CA161PL, Piper P/N 460-632 (PS60007-2), that are installed on certain Piper PA-23, PA-24, PA-28, PA-32, and PA-34 series airplanes. These induction air filters were manufactured from January 1997 through September 1998; and are

identified with a .250 (1/4)-inch high (white) ink stamp "FACET-638873", and may include "FAA-PMA".

Accomplishment of the actions required by AD 99-05-09 is required in accordance with the applicable maintenance manual, as specified in Piper Service Bulletin No. 1022, dated September 22, 1998, and Purolator Service Bulletin No.: SB090298.01, dated September 16, 1998.

The AD was the result of reports of deterioration, cracking, splitting, and crumbling (referred hereon as damage) of these Purolator/Facet induction air filters. Purolator utilized an incorrect curing time in the manufacturing process of the plastisol used in the induction air filters from January 1997 through September 1998. This incorrect curing time makes the induction air filters susceptible to the damage described above.

The actions specified in AD 99-05-09 are intended to prevent pieces of a damaged induction air filter from being ingested into the engine, which could result in reduced or loss of engine power.

Actions Since AD 99-05-09 Became Effective and The FAA's Determination

Since AD 99-05-09 became effective, the FAA has learned that the following airplanes also incorporate these Facet induction air filters:

—All The New Piper Aircraft, Inc. (Piper) Models PA-25, PA-25-235, PA-25-260, PA-28S-160, PA-28S-180, and PA-32S-300 airplanes; and—Piper Models PA-28-151 and PA-28-161 airplanes that incorporate STC SA2946SO.

Because of this, the FAA has determined that (1) the same actions of AD 99-05-09 should apply to these Piper Models PA-25, PA-25-235, PA-25-260, PA-28S-160, PA-28S-180, PA-32S-300, PA-28-151, and PA-28-161 airplanes; and (2) AD action should be taken to prevent pieces of a damaged induction air filter from being ingested into the engine, which could result in reduced or loss of engine power.

Explanation of the Provisions of the AD

Since an unsafe condition has been identified that is likely to exist or develop in other airplanes of the same type design to those referenced above, the FAA is issuing an AD. The AD requires replacing any Purolator/Facet

induction air filter, Purolator P/N 638873, Model No. CA161PL, Piper P/N 460-632 (PS60007-2), that:

- was manufactured anytime from January 1997 through September 1998; and
- is identified with a .250 (1/4)-inch high (white) ink stamp “FACET-638873”, and may include “FAA-PMA”.

Accomplishment of the replacement is required in accordance with the applicable maintenance manual, as specified in Piper Service Bulletin No. 1022, dated September 22, 1998, and Purolator Service Bulletin No.: SB090298.01, dated September 16, 1998.

Determination of the Effective Date of the AD

Since a situation exists (possible reduced or loss of engine power) that requires the immediate adoption of this regulation, it is found that notice and opportunity for public prior 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 immediate flight safety and, thus, was not preceded by notice and opportunity to 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 above. 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 rule must submit a self-addressed, stamped postcard on which the following statement is made: “Comments to Docket No. 99-CE-69-AD.” The postcard will be date stamped and returned to the commenter.

Regulatory Impact

The regulations adopted herein will 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. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

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 (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

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 a new airworthiness directive (AD) to read as follows:

99-26-05 The New Piper Aircraft, Inc.:
Amendment 39-11464; Docket No. 99-CE-69-AD.

Applicability: The following airplane model and serial numbers, certificated in any category, that are equipped with Purolator air filter part number (P/N) 638873, Model CA161PL, or Piper P/N 460-632 (PS60007-2):

Models	Serial numbers
PA-25	all serial number airplanes
PA-25-235	all serial number airplanes
PA-25-260	all serial number airplanes
PA-28S-160	all serial number airplanes
PA-28S-180	all serial number airplanes
PA-32S-300	all serial number airplanes
PA-28-151/161	all serial number airplanes that have Supplemental Type Certificate SA2946SO incorporated

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 (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 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 pieces of a damaged induction air filter from being ingested into the engine, which could result in reduced or loss of engine power, accomplish the following:

- (a) Within the next 25 hours time-in-service (TIS) after the effective date of this AD, replace, with an FAA-approved induction air filter, any Purolator/Facet induction air filter, Purolator part number (P/N) 638873, Model No. CA161PL, Piper P/N 460-632 (PS60007-2), that incorporates the criteria presented in both paragraphs (a)(1) and (a)(2) of this AD. Accomplish this replacement in accordance with the applicable maintenance manual.

(1) Was manufactured anytime from January 1997 through September 1998; and
 (2) Is identified with a .250 (1/4)-inch high (white) ink stamp "FACET-638873", and may include "FAA-PMA".

Note 2: This AD allows the aircraft owner or pilot to check the maintenance records to determine whether any Purolator/Facet induction air filter, Purolator P/N 638873, Model No. CA161PL, Piper P/N 460-632 (PS60007-2), has been installed between January 1, 1997, and January 13, 2000 (the effective date of this AD). See paragraph (c) of this AD for authorization.

Note 3: Piper Service Bulletin No. 1022, dated September 22, 1998, and Purolator Service Bulletin No.: SB090298.01, dated September 16, 1998, provide information relating to the subject of this AD, including procedures on how to identify the affected induction air filters.

(b) As of the effective date of this AD, no person shall install, on any affected airplane, any Purolator/Facet induction air filter, Purolator P/N 638873, Model No. CA161PL, Piper P/N 460-632 (PS60007-2), that incorporates the criteria presented in both paragraphs (a)(1) and (a)(2) of this AD.

(c) The owner/operator holding at least a private pilot's certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may check the maintenance records to determine whether any Purolator/Facet induction air filter, Purolator P/N 638873, Model No. CA161PL, Piper P/N 460-632 (PS60007-2), has been installed between January 1, 1997, and January 13, 2000 (the effective date of this AD). If one of these induction air filters is not installed, the AD does not apply and the owner/operator must make an entry into the aircraft records showing compliance with this AD in accordance with § 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(d) 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.

(e) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office (ACO), One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia 30349. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(f) The service information that relates to the subject presented in this AD may be obtained from The New Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, Florida 32960. This information may be inspected at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri.

(g) This amendment becomes effective on January 13, 2000.

Issued in Kansas City, Missouri, on December 8, 1999.

Marvin R. Nuss,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-32369 Filed 12-13-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ASO-19]

Amendment to Class D Airspace; Eglin AFB, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies Class D airspace at Eglin AFB, FL. The Non-Directional Radio Beacon (NDB) Runway (RWY) 32 Standard Instrument Approach Procedure (SIAP) at Destin-Fort Walton Beach Airport has been amended. As a result, additional controlled airspace extending upward from the surface is needed to accommodate the SIAP at Destin-Fort Walton Beach Airport. An extension via the 147° bearing from the Destin NDB will be necessary. The length of the Class D airspace extension southeast of the NDB will be 7 miles, and the width of the airspace extension will be 5 miles.

EFFECTIVE DATE: 0901 UTC, February 24, 2000.

FOR FURTHER INFORMATION CONTACT: Nancy B. Shelton, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5627.

SUPPLEMENTARY INFORMATION:

History

On October 29, 1999, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending Class D airspace at Eglin AFB, FL (64 FR 209). This amendment modifies Class D airspace at Eglin AFB. Designations for Class D airspace extending upward from the surface of the earth are published in FAA Order 7400.9G, dated September 1, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR part 71.1. The Class D designation listed in this document will be published subsequently in the Order.

Interested parties were invited to participate in this rulemaking proceeding by submitting written

comments on the proposal to the FAA. No comments objecting to the proposal were received.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends Class D airspace at Eglin AFB, FL.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (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) does not warrant preparation of a Regulatory Evaluation, as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by Reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; EO 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9G, Airspace Designations and Reporting Points, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

Paragraph 5000 Class D Airspace
 * * * * *

ASO FL D Eglin AFB, FL [Revised]

Eglin AFB, FL

(Lat. 30°29'00" N, long. 86°31'34" W)

Destin-Fort Walton Beach Airport

(Lat. 30°24'00" N, long. 86°28'17" W)

Destin NDB