

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 failure of a propeller to auto-feather following an engine power loss, resulting in possible loss of control of the airplane due to high asymmetric drag, accomplish the following:

Inspection

(a) Within 3 months after the effective date of this AD, accomplish the following in accordance with the Action section of R-R Service Bulletin (SB) No. Da61-13, dated December 1996:

(1) Remove the switch cover, visually inspect the interior of the switch and replace the switch cover, all in accordance with the accomplishment instructions of the SB.

(2) If a Klixon low torque switch, part number (P/N) 6PS-25-1, is installed, prior to further flight remove the Klixon low torque switch from service and replace with an approved low torque switch.

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 request 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.

Ferry Flights

(c) Special flight permits may be issued in accordance with sections 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.

Incorporation by Reference

(d) The actions required by this AD shall be done in accordance with Rolls-Royce Service Bulletin No. Da61-13, dated December 1996. 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 Rolls-Royce Limited, Attn: Dart Engine Service Manager, East Kilbride, Glasgow G74 4PY, Scotland; telephone: +44 1355-220-200, fax: +44 1141-778-432. 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.

(e) This amendment becomes effective on February 28, 2000.

Issued in Burlington, Massachusetts, on December 21, 1999.

David A. Downey,

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

[FR Doc. 99-33565 Filed 12-28-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-CE-24-AD; Amendment 39-11483; AD 99-27-02]

RIN 2120-AA64

Airworthiness Directives; Cessna Aircraft Company 170, 172, 175, and 177 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to all Cessna Aircraft Company (Cessna) 170, 172, 175, and 177 series airplanes. This AD requires replacing certain fuel selector valve cams or fuel selector valves that Cessna shipped from December 6, 1998, through May 10, 1999, and prevents the future installation of these fuel selector valve cams or fuel selector valves.

This AD allows the pilot to check the logbooks to determine whether one of these fuel selector valve cams or fuel selector valves is installed. This AD results from reports from Cessna that fuel selector valve cams and fuel selector valves were manufactured with control shafts that will not allow both tanks to supply fuel to the engine in certain situations. The actions specified by this AD are intended to prevent an inadequate supply of fuel from reaching the engine because of a fuel selector valve cam or fuel selector valve. This could result in an emergency landing or loss of control of the airplane.

DATES: Effective January 21, 2000.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulation as of January 21, 2000.

The FAA must receive any comments on this rule on or before February 14, 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-24-AD, 901 Locust, Room 506, Kansas City, Missouri 64106.

You may get the service information referenced in this AD from the Cessna Aircraft Company, Product Support, P. O. Box 7706, Wichita, Kansas 67277; telephone: (316) 571-5800; facsimile: (316) 942-9008. You may examine this information at the FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-CE-24-AD, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Paul O. Pendleton, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Rm 100, Mid-Continent Airport, Wichita, Kansas, 67209; telephone: (316) 946-4143; facsimile: (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Discussion

What events have caused this AD? Cessna manufactured fuel selector valve cams and fuel selector valves that may have control shafts that will not allow both tanks to supply fuel to the engine when the pilot selects the "Both On" position. These fuel selector valve cams and fuel selector valves can be installed in certain Cessna 170, 172, 175, and 177 series airplanes (specific models listed in the AD). The "Both On" position is required for takeoff and landing on most of the affected airplanes, in order to supply fuel to the engine at an acceptable rate.

What is the unsafe condition? These fuel selector valve cams or fuel selector valves, when installed, could result in an inadequate supply of fuel to the engine and result in an emergency landing or loss of control of the airplane.

What is the cause of the problem? Quality control. Cessna shipped the fuel selector valve cams and fuel selector valves during the time of December 6, 1998, through May 10, 1999.

Relevant Service Information

Is there service information that applies to this subject? Yes. Cessna has issued Service Bulletin SEB99-7, dated June 7, 1999.

What are the provisions of this service bulletin? The service bulletin includes the following:

—A list of all the airplanes where these fuel selector valve cams and fuel

- selector valves are eligible for installation;
- The material and parts necessary to replace the fuel selector valve cams and fuel selector valves;
- Instructions for accomplishing the fuel selector valve cam and fuel selector valve replacement; and
- Information on warranty credit.

The FAA's Determination and an Explanation of the Provisions of the AD

What has the FAA decided? After examining the circumstances and reviewing all available information related to the incidents described above, including the relevant service information, the FAA has determined that:

- An unsafe condition exists or could develop on certain Cessna 170, 172, 175, and 177 series airplanes;
- The above-referenced fuel selector valve cams and fuel selector valves should be removed from service and future installation should be prohibited; and
- AD action should be taken to prevent an inadequate supply of fuel from reaching the engine because of a fuel selector valve cam or fuel selector valve, which could result in an emergency landing or loss of control of the airplane.

What does this AD require? This AD requires replacing certain fuel selector valve cams and fuel selector valves that Cessna shipped from December 6, 1998, through May 10, 1999, and prevents the future installation of these fuel selector valve cams and fuel selector valves. This AD allows the pilot to check the logbooks to determine whether one of these fuel selector valve cams or fuel selector valves is installed.

What is the compliance time of this AD? Within 10 hours time-in-service (TIS) after the effective date of this AD. Since a situation exists that requires the immediate adoption of this regulation, the FAA finds 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 and was not preceded by notice and opportunity for public comment, the FAA invites comments on this rule. You may submit whatever written data, views, or arguments you choose. You need to include the rule's docket number and submit your comments in triplicate to the address specified under the caption **ADDRESSES**. The FAA will consider all comments

received on or before the closing date. We may amend this rule in light of comments received. Factual information that supports your ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether we need to take additional rulemaking action.

The FAA is re-examining the writing style we currently use in regulatory documents, in response to the Presidential memorandum of June 1, 1998. That memorandum requires federal agencies to communicate more clearly with the public. We are interested in your comments on whether the style of this document is clearer, and any other suggestions you might have to improve the clarity of FAA communications that affect you. You can get more information about the Presidential memorandum and the plain language initiative at <http://www.plainlanguage.gov>.

The FAA specifically invites comments on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. You may examine all comments we receive before and after the closing date of the rule in the Rules Docket. We will file a report in the Rules Docket that summarizes each FAA contact with the public that concerns the substantive parts of this AD.

If you want us to acknowledge the receipt of your comments, you must include a self-addressed, stamped postcard. On the postcard, write "Comments to Docket No. 99-CE-24-AD." We will date stamp and mail the postcard back to you.

Regulatory Impact

These regulations 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, the FAA has 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. We determined that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If the FAA determines that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, we will

prepare a final regulatory evaluation and place it in the Rules Docket (otherwise, an evaluation is not required). You may obtain a copy of this evaluation, if filed, from the Rules Docket.

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

99-27-02 Cessna Aircraft Company:
Amendment 39-11483; Docket No. 99-CE-24-AD.

(a) *What airplanes are affected by this AD?*
The following airplane models and serial numbers that are:

- (1) certificated in any category; and
- (2) equipped with Fuel Selector Valve Cam part number 0513123, or Fuel Selector Valve part number 0513120-5, 0513120-6, 0513120-8, 0513120-9, or 0513120-200; that Cessna shipped from December 6, 1998, through May 10, 1999:

Model	Serial No.
170B	20267 through 20999.
170B	25000 through 27169.
170B	609 and 19401.
172	28000 through 29999.
172	36000 through 36999.
172	46001 through 46754.
172	610, 612, and 615.
172A	46755 through 47746.
172A	622 and 625.
172B	17247747 through 17248734.
172B	630.
172C	17248735 through 17249544.
172D	17249545 through 17250572.
172E	17250573 through 17251822.
172E	639.
172F	17251823 through 17253392.
172G	17253393 through 17254892.
172H	17254893 through 17256492.
172H	17256494 through 17256512.
172H	638.
172I	17256513 through 17257161.
172K	17257162 through 17258486.
172K	17258487 through 17259223.
172L	17259224 through 17259903.
172L	17259904 through 17260758.
172M	17260759 through 17261444.

Model	Serial No.	Model	Serial No.
172M	17261446 through 17261577.	FR172E	FR17200001 through FR17200060.
172M	17261579 through 17261898.	FR172F	FR17200061 through FR17200145.
172M	17256493.	FR172G	FR17200146 through FR17200225.
172M	17261899 through 17263458.	FR172H	FR17200226 through FR17200275.
P172D	P17257120 through P17257188.	FR172H	FR17200275 through FR17200350.
P172E (T41)	R172-0001 through R172-0335.	FR172J	FR17200351 through FR17200440.
R172F (T41)	R172-0336 through R172-0409.	FR172J	FR17200441 through FR17200530.
R172G (T41)	R1720410 through R1720444.	FR172J	FR17200531 through FR17200559.
R172H (T41)	R1720445 through R1720494.	FR172J	FR17200560 through FR17200590.
R172H (T41)	R1720495 through R1720546.	FR172K	FR17200591 through FR17200620.
R172H (T41)	R1720547 through R1720620.	FR172K	FR17200620 through FR17200630.
R172J	P17257189.	FR172K	FR17200631 through FR17200655.
R172K	R1722000 through R1722724.	FR172K	FR17200656 through FR17200665.
R172K	R1722725 through R1722929.	FR172K	FR17200666 through FR17200675.
R172K	R1722930 through R1723199.		
R172K	680.		
R172K	R1723200 through R1723397.		
R172K	R1723397 through R1723399.		
R172K	R1723400 through R1723454.		
175	28700A		
175A	619.		
175C	17557003 through 17557119.		
177	17700001.		
177	17700003 through 17701164.		
177	661.		
177A	17701165 through 17701370.		
177B	17701371 through 17701471.		
177B	17701473 through 17701530.		
177B	17701531 through 17701633.		
177B	17700002.		
177B	17701634 through 17701773.		
177B	17701774 through 17701973.		
177B	17701974 through 17702123.		
177B	17702124 through 17702313.		
177B	17701472.		
177B	17702314 through 17702522.		
177B	17702523 through 17702672.		
177B	17702673 through 17702752.		
F172D	F172-0001 through F172-0018.		
F172E	F172-0019 through F172-0085.		
F172F	F172-0086 through F172-0179.		
F172G	F172-0180 through F172-0319.		
F172H	F172-0320 through F172-0431.		
F172H	F172-0436 through F172-0442.		
F172H	F172-0444 through F172-0446.		
F172H	F172-0432 through F172-0435.		
F172H	F172-0443.		
F172H	F172-0447 through F172-0559.		
F172H	F172-0560 through F172-0654.		
F172H	F17200655 through F17200754.		
F172K	F17200755 through F17200804.		
F172L	F17200805 through F17200904.		
F172M	F17200905 through F17201034.		
F172M	F17201035 through F17201234.		
FP172	FP172-0001 through FP172-0003.		

(b) *Who must comply with this AD?* Anyone who wishes to operate any of the above airplanes on the U.S. Register.

(c) *What problem does this AD address?* The affected fuel selector valve cams or fuel selector valves, when installed, could result in an inadequate supply of fuel to the engine. This could then result in an emergency landing or loss of control of the airplane.

(d) *What must I do to address this problem?* To address this problem, you must accomplish the replacement, records check, and/or installation prohibition requirements explained below, as applicable:

(1) Replacement Requirement.

(i) *What action is required?* Replace any Fuel Selector Valve Cam part number 0513123, or Fuel Selector Valve part number 0513120-5, 0513120-6, 0513120-8, 0513120-9, or 0513120-200, that Cessna shipped from December 6, 1998, through May 10, 1999. Paragraphs (d)(2)(i) and (d)(2)(ii) of this AD provide procedures for checking the maintenance records to determine if one of these fuel selector valve cams or fuel selector valves is installed.

(ii) *What procedures must be used?* The procedures contained in Cessna Service Bulletin SEB99-7, dated June 7, 1999, and the applicable maintenance manual.

(iii) *When is the action required?* Within the next 10 hours TIS after the effective date of this AD.

(2) Maintenance Records Check.

(i) *May the pilot check the maintenance records to determine if this AD applies?* Yes. The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may check the maintenance records to determine whether one of the affected fuel selector valve cams or fuel selector valves was installed after December 6, 1998.

(ii) *What if the maintenance records show that no affected fuel selector valve cam or*

fuel selector valve is installed? If, by checking the maintenance records, the pilot can positively show that a Fuel Selector Valve Cam part number 0513123, or Fuel Selector Valve part number 0513120-5, 0513120-6, 0513120-8, 0513120-9, or 0513120-200, is not installed or was installed prior to December 6, 1998, then the replacement requirement of paragraph (b) of this AD does not apply. You must make an entry into the aircraft records that shows compliance with this portion of the AD, in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(3) Installation Prohibition Requirements.

(i) *What prevents these parts from being installed in the future?* You may not install a Fuel Selector Valve Cam part number 0513123 or Fuel Selector Valve part number 0513120-5, 0513120-6, 0513120-8, 0513120-9, or 0513120-200; that Cessna shipped from December 6, 1998, through May 10, 1999, in any of the affected airplanes.

(ii) *When does this prohibition go into effect?* As of the effective date of this AD.

(e) *Can I comply with this AD in any other way?* Yes.

(1) You may use an alternative method of compliance or adjust the compliance time if:

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

(ii) The Manager, Wichita Aircraft Certification Office, 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 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)(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 the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact the Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas, 67209; telephone: (316) 946-4143; 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?* Yes. You must accomplish the actions required by this AD in accordance with Cessna Service Bulletin SEB99-7, dated June 7, 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 the Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277. 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 January 21, 2000.

Issued in Kansas City, Missouri, on December 20, 1999.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-33564 Filed 12-28-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ACE-46]

Amendment to Class E Airspace; Mountain View, MO

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of a direct final rule which revises Class E airspace at Mountain View, MO.

DATES: The direct final rule published at 64 FR 59615 is effective on 0901 UTC, February 24, 2000.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329-2525.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on November 3, 1999 (64 FR 59615). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on February 24, 2000. No adverse comments were received, and thus this

notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on December 13, 1999.

Richard L. Day,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 99-33798 Filed 12-28-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ACE-45]

Amendment to Class E Airspace; Norfolk, NE

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of a direct final rule which revises Class E airspace at Norfolk, NE.

DATES: The direct final rule published at 64 FR 56251 is effective on 0901 UTC, February 24, 2000.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329-2525.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on October 19, 1999 (64 FR 56251). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on February 24, 2000. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Issued in Kansas City, MO on December 13, 1999.

Richard L. Day,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 99-33797 Filed 12-28-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ACE-52]

Amendment to Class E Airspace; Marshalltown, IA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action amends Class E airspace area at Marshalltown Municipal Airport, Marshalltown, IA. A review of the Class E airspace area for Marshalltown Municipal Airport indicates it does not comply with the criteria for 700 feet Above Ground Level (AGL) airspace required for diverse departures as specified in FAA Order 7400.2D. The Class E airspace has been enlarged to conform to the criteria of FAA Order 7400.2D.

In addition, the coordinates for the Elmwood VOR have been revised and are included in this document.

The intended effect of this rule is to provide additional controlled Class E airspace for aircraft operating under Instrument Flight Rules (IFR), revise the coordinates for the Elmwood VOR, and comply with the criteria of FAA Order 7400.2D.

DATES: Effective date: 0901 UTC, April 20, 2000.

Comments for inclusion in the Rules Docket must be received on or before February 10, 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-52, 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 9:00 a.m. and 3:00 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 Aviation Administration, 901 Locust Kansas City, MO 64106; telephone: (816) 329-2525.

SUPPLEMENTARY INFORMATION: This amendment to 14 CFR 71 revises the