

Proposed Rules

Federal Register

Vol. 64, No. 17

Wednesday, January 27, 1999

This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 89-ANE-44]

RIN 2120-AA64

Airworthiness Directives; Hartzell Propeller Inc. ()HC-()2Y()-() Propellers

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to supersede priority letter airworthiness directive (AD) 90-02-23 by adopting a new AD applicable to Hartzell Propeller Inc. ()HC-()2Y()-() propellers. Priority letter AD 90-02-23 currently requires repetitive visual inspections of propeller hubs for cracks using a 10X glass, and, if necessary, removal and replacement of cracked hubs with serviceable parts. This proposal would change the frequency and method of inspection by requiring initial and repetitive eddy current inspections (ECI) of the propeller hub fillet radius for cracks. In addition, this proposed AD would allow installation of an improved design propeller hub as terminating action to the repetitive ECI. This proposal is prompted by reports of cracked propeller hubs found in service after they had been inspected in accordance with the visual inspections required by the priority letter AD. The actions specified by the proposed AD are intended to improve the method for detecting propeller hub cracks, which can result in an inflight separation of propeller blades and damage to the aircraft.

DATES: Comments must be received by March 29, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 89-ANE-

44, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be sent via the Internet using the following address: "9-ad-engineprop@faa.gov". Comments sent via the Internet must contain the docket number in the subject line. Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Hartzell Propeller Inc., Technical Publications Department, One Propeller Place, Piqua, OH 45356; telephone (937) 778-4299, fax (937) 778-4365. 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: Tomaso DiPaolo, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Des Plaines, IL 60018; telephone (847) 294-7031, fax (847) 294-7834.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed 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, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal 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 89-ANE-44." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 89-ANE-44, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

On January 22, 1990, the Federal Aviation Administration (FAA) issued priority letter airworthiness directive (AD) 90-02-03, applicable to Hartzell Propeller Inc. ()HC-()2Y()-() propellers specified by serial number, which requires repetitive (50 hour intervals) visual inspections of propeller hubs for cracks using a 10X glass, and, if necessary, removal and replacement of cracked hubs with serviceable parts. That action was prompted by reports of cracked propeller hubs.

Since the issuance of that priority letter AD, the FAA has received fifteen reports of cracked propeller hubs that warrant that the visual inspection requirement be removed and replaced with an eddy current inspection requirement. Also, since five of the fifteen reports were of cracked hubs whose serial number or model number were outside the serial number and model number limitation denoted in the priority letter AD, there is a need to expand the list of affected propeller models and not limit it by serial number. In addition, the priority letter AD required that propellers be inspected if they were installed on any aircraft with Lycoming TIO-540 series engines and IO-540 series engines rated at 260 horsepower or higher certificated in any category. None of the reports received since the issuance of the priority letter AD support this general applicability requirement and it has been revised to address propellers installed on Piper PA-32() aircraft with Textron Lycoming 540 series engines rated at 300 HP or higher, and Britten Norman BN-2() aircraft with Textron Lycoming 540 series engines. Note that five of the fifteen reports do document the continued need to inspect propellers installed on any agricultural or acrobatic aircraft.

The FAA has reviewed and approved the technical contents of Hartzell Propeller Inc. Service Bulletin (SB) No. HC-SB-61-227, dated January 16, 1998, that describes procedures for eddy current inspections (ECI) of propeller hub fillet radius for cracks, and also describes procedures for installation of an improved design propeller hub.

Since an unsafe condition has been identified that is likely to exist or develop on other propellers of this same type design, the proposed AD would supersede priority letter AD 90-02-03 to expand the models of propellers affected and to require initial and repetitive (150 hour intervals) ECI of propeller hub fillet radius for cracks, and, if necessary, removal from service of cracked hubs and replacement with serviceable parts. In addition, this AD allows installation of an improved design propeller hub as terminating action to the repetitive ECI. The actions are required to be accomplished in accordance with the SB described previously.

There are approximately 7,745 propellers of the affected design in the worldwide fleet. The FAA estimates that 4,576 propellers installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 1 work hour per propeller to accomplish the proposed actions, and that the average eddy current inspection rate is \$150 per work hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators per ECI is estimated to be \$686,400.

The regulations proposed herein would not have substantial direct effects 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, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting 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.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

Hartzell Propeller Inc.: Docket No. 89-ANE-44. Supersedes priority letter AD 90-02-03.

Applicability: Hartzell Propeller Inc. ()HC-()2Y(-) propeller models installed on Piper PA-320 aircraft with Textron Lycoming 540 series engines rated at 300 HP or higher and Britten Norman BN-20 aircraft with Textron Lycoming 540 series engines, both aircraft certificated in any category, and on acrobatic category and agricultural category aircraft.

Please note that the following list is for reference purposes only and that this airworthiness action is not limited to the following aircraft:

Aermacchi S.p.A. (formerly SIAI-Marchetti)

S.205 series aircraft, S.208 series aircraft, F.260 series a/c

American Champion (formerly Bellanca, Champion) 8KCAB, 8GCBC

Aviat (licensed by Sky International [formerly White International]) (Pitts) S-1T, S-2, S-2A, S-2S, S-2B

Britten Norman Islander BN-2 series aircraft Cessna A188A, A188B, T188C

Flugzeugwerke Altenrhein AG (FFA) AS202/18A "BRAVO", AS202/18A4 "BRAVO"

Great Lakes Aircraft Co. 2T-1 series aircraft Moravan National Corporation Zlin 526L Piper PA-25-260, PA-32 series aircraft, PA-36-600

SOCATA—Groupe Aerospatiale (Morane Saulnier) MS893A, MS893E

This AD is only applicable to Hartzell propellers manufactured before December 1991, which do not have a suffix letter "A" or "B" at the end of the hub serial number. Propellers with the suffix letter "A" or "B" are exempt from this AD, except for the following hubs which were reworked at the Hartzell factory in 1990: DN3607A, DN3609A, DN3613A, DN3615A, DN3628A, DN3630A, DN3641A, DN3940A, DN3944A, DN3949A, DN3962A.

Note 1: This airworthiness directive (AD) applies to each propeller 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 propellers 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 detect propeller hub cracks, which can result in an inflight separation of propeller blades and damage to the aircraft, accomplish the following:

(a) Perform initial and repetitive eddy current inspections (ECI) of the propeller hub fillet radius for cracks in accordance with Hartzell Propeller Inc. Service Bulletin (SB) No. HC-SB-61-227, dated January 16, 1998, as follows:

(1) For propellers affected by the applicability requirements of AD 90-02-23, perform the initial ECI within 50 hours time in service (TIS) since last visual inspection conducted in accordance with AD 90-02-23. For all other applicable propellers, perform the initial ECI within 50 hours TIS after the effective date of this AD.

(i) Prior to further flight, remove from service cracked propeller hubs and replace with a serviceable part.

(ii) If no cracks are found, then permanently mark the hub in accordance with Hartzell Propeller Inc. SB No. HC-SB-61-227, dated January 16, 1998.

(2) Thereafter, perform ECI at intervals not to exceed 150 hours TIS since last ECI. Prior to further flight, remove from service cracked propeller hubs and replace with a serviceable part.

(b) A propeller hub from an aircraft that is identified in the applicability section of this AD may not be removed and reused on an aircraft for which this AD is not applicable.

(c) Terminating action to the repetitive inspection requirements of this AD is the replacement of affected hubs with a Hartzell propeller hub model with the serial number suffix letter "A" or "B", except for the following hubs which were reworked at the Hartzell factory in 1990: DN3607A, DN3609A, DN3613A, DN3615A, DN3628A, DN3630A, DN3641A, DN3940A, DN3944A, DN3949A, DN3962A. The hub replacement must be performed in accordance with Hartzell Propeller Inc. SB No. HC-SB-61-227, dated January 16, 1998.

(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, Chicago Aircraft Certification Office. Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of

compliance with this airworthiness directive, if any, may be obtained from the Chicago Aircraft Certification Office.

(e) 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 aircraft to a location where the inspection requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on January 20, 1999.

Ronald L. Vavruska,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 99-1828 Filed 1-26-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF THE TREASURY

United States Mint

31 CFR Part 100.11, 100.12

RIN 1525-ZA00

Exchange of Coin

AGENCY: Department of the Treasury, United States Mint.

ACTION: Proposed Rule; Request for Comments.

SUMMARY: In furtherance of the U.S. Mint's efforts to improve the environment, reduce energy consumption and enhance workplace safety and efficiency, the Mint wishes to discontinue melting and instead employ mechanical means as a means of destroying mutilated coins. These mechanical means cannot be used to process fused or mixed coins, which

represent a very small percentage of the coins redeemed annually by the Mint. Accordingly, the proposed amendment would also allow the Mint to discontinue accepting fused or mixed coins for redemption, and require that all bent or partial coins submitted for redemption be separated by denomination in order to be acceptable.

DATES: Submit comments on or before March 29, 1999.

ADDRESSES: Address all comments concerning this proposed rule to Gwen H. Mattleman, United States Mint, 633 Third Street NW, Washington DC 20220. See Supplementary Information for electronic access and filing information.

FOR FURTHER INFORMATION CONTACT: (Legal) Kenneth Gubin, Chief Counsel (202) 874-5953; (Technical) Andrew Cosgarea, Associate Director, Head, Circulating Coinage Business Unit (202) 874-6100

SUPPLEMENTARY INFORMATION:

Background

Part 100, Subpart C of Treasury Regulations 31 CFR, promulgated under 31 U.S.C. 5120, provides among other things for the exchange of bent, partial, fused and mixed coins. Bent, partial and mixed coins (i.e., coins of several alloy categories presented together) which are submitted and accepted for redemption are currently separated by alloy, melted and cast into ingots or bars by the United States Mint. These bars are furnished to the Mint's suppliers and used to fabricate coinage strip in lieu of virgin copper and nickel. Fused coins

are also melted and cast into bars, but since this material has been contaminated with base elements such as lead and arsenic it is unsuitable for using in fabricating coinage strip and is instead sold as scrap through the General Services Administration. The Mint has identified and is actively pursuing initiatives to improve the environment, reduce energy consumption and enhance efficiency and workplace safety. Melting coins submitted for redemption by the Mint's current heat induction procedures is not energy efficient and adds to the Mint's annual electrical expenses. It is also a physically challenging process for the Mint's employees. As metal is heated and poured in its molten state into ingots, it can reach 1500 degrees Celsius. Ingots weighing 60 lbs. must be lifted and moved manually. Therefore, the Mint wishes to discontinue melting and use mechanical means (such as a hammer mill or rolling mill) to destroy mutilated coins. However, as the proposed mechanical destruction process requires that coins be separated by alloy, these mechanical methods cannot be used to process fused coins or unsorted (mixed) coin lots. Because mutilated coins delivered in lots of mixed alloy categories often are in a condition which precludes machine sorting, redemption of mixed coins can be labor-intensive and inefficient. As shown by the charts below, fused and mixed coins represent a very small component of the United States Mint's annual coin redemptions.

BILLING CODE 4810-37-P