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:

General Electric Company: Docket No. 99–NE–24–AD.

Applicability: General Electric Company (GE) CF6–80C2 A1/ A2/ A3/ A5/ A8/ A5F/ B1/ B2/ B4/ B6/ B1F/ B2F/ B4F/ B6F/ B7F/ D1F turbofan engines, installed on but not limited to Airbus Industrie A300–600/ 600R series and A310–200Adv/ 300 series, and Boeing 747–200/ 300/ 400 series and 767–200ER/ 300/ 300ER/ 400ER and McDonnell Douglas MD–11 series airplanes.

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 (c) 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 improper fuel tube flange seating, resulting in high pressure fuel leaks, which could result in an engine fire and damage to the airplane, accomplish the following:

(a) At the next time the tubes are disconnected for on-wing maintenance, or the next shop visit after the effective date of this AD, whichever occurs first, replace the old configuration fuel tubes with the improved tubes, as follows:

(1) Replace the fuel flowmeter to Integrated Drive Generator (IDG) cooler fuel tube, part number (P/N) 1321M42G01, with a serviceable part in accordance with paragraph 2 of GE Alert Service Bulletin (ASB) No. 73–A224, Revision 2, July 9, 1997 and perform a leak check after accomplishing the replacement.

(2) Replace Main Engine Control (MEC) to fuel flowmeter fuel tube, P/N 1334M88G01, and bolts, P/N MS9557–12, with serviceable parts, in accordance with paragraph 3A for engines with Power Management Controls, or Hydromechanical Unit (HMU) to fuel flowmeter fuel tubes, P/Ns 1383M12G01 and 1374M30G01 with serviceable parts, in accordance with paragraph 3B for engines with Full Authority Digital Electronic Controls, in accordance with GE ASB No. 73–A0231, Revision 1, May 3, 1999; and perform a leak check after accomplishing the replacement.

Note 2: Information on performing the leak check can be found in the Aircraft Maintenance Manual, 71–00–00.

(b) For the purpose of this AD, a shop visit is defined as any time an engine is removed from service and returned to the shop for any maintenance.

(c) For the purpose of this AD, a serviceable part is defined as any part other than tube, P/N 1321M42G01, for the fuel flowmeter to IDG cooler; tube; P/N 1334M88G01, and bolt, P/N MS9557–12, for the MEC to fuel flowmeter tube; and tubes, P/Ns 1383M12G01 and 1374M30G01, for the HMU to fuel flowmeter fuel tubes.

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

Note 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(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 airplane to a location where the requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on August 30, 1999.

David A. Downey,

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

[FR Doc. 99–23254 Filed 9–7–99; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99–NE–34–AD]

RIN 2120–AA64

Airworthiness Directives; AlliedSignal Inc. 36–300(A), 36–280(B), and 36–280(D) Series Auxiliary Power Units

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to AlliedSignal Inc. 36–300(A), 36–280(B), and 36–280(D) series Auxiliary Power Units (APUs). This proposal would require installation of an external load compressor containment shield, or installation of a load compressor impeller with lower stress concentrations. This proposal is prompted by reports of load compressor impeller failures. The actions specified by the proposed AD are intended to prevent an uncontained APU failure and damage to the airplane.

DATES: Comments must be received by November 8, 1999.

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–34–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. 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 AlliedSignal Aerospace Services Attn: Data Distribution, M/S 64–3/2101–201, P.O. Box 29003, Phoenix, AZ 85038–9003; telephone (602) 365–2493, fax (602) 365–5577. 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: Roger Pesuit, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712–4137; telephone (562) 627–5251, fax (562) 627–5210.

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 99–NE–34–AD.'' 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. 99–NE–34–AD, 12 New England Executive Park, Burlington, MA 01803–5299.

Discussion

The Federal Aviation Administration (FAA) has received reports of load compressor impeller cracks on AlliedSignal Inc. 36–300(A), 36–280(B), and 36–280(D) series Auxiliary Power Units (APUs). In three incidents, the load compressor impellers separated, resulting in uncontained APU failures and debris entering the APU compartment. Uncontained APU failures potentially could damage wiring, control and fluid lines, and airplane structure. Investigation revealed that the outboard rim of the load compressor impeller can crack at the damper ring groove location. Cracks propagate circumferentially, leading to loss of sections of the rim from the impeller. The load compressor impeller was designed with a damper ring. The damper ring retention groove was machined into the impeller with a tight radius at the corners. The resulting high stress concentrations caused cracking which progresses circumferentially allowing pieces of the rim to fail radially outward. The condition is most acute on impellers that were originally manufactured with a 0.005 inch radius. Some of these parts were subsequently modified to 0.035 inch radius and carry a 3822270–4 part number (P/N) designation. All of the parts that have failed in service accumulated a portion of their operating time with the 0.005 inch radius condition. The P/N 3822270–5 configuration was originally manufactured with the 0.035 inch radius. Although none of the −5 parts have failed in service, the stress concentration at the 0.035 inch radius is sufficiently high to initiate low cycle fatigue cracking at higher service times. Four −5 configuration parts have been tested to failure by the manufacturer confirming the identical failure modes with the −4 parts, the difference being initiation time taking longer on the −5 part. This condition, if not corrected, could result in an uncontained APU failure and damage to the airplane.

The FAA has reviewed and approved the technical contents of AlliedSignal Inc. Service Bulletins (SBs) No. GTCP36–49–7471, dated April 20, 1999, GTCP36–49–7472, dated March 31, 1999, and GTCP36–49–7473, dated March 31, 1999, that describe procedures for installation of an external load compressor containment shield.

Since an unsafe condition has been identified that is likely to exist or develop on other products of the same design, the proposed AD would require installation of an external load compressor containment shield at the next shop visit, or 6 months after the effective date of this AD, whichever occurs first. The 6 month time frame is based upon engineering assessment of the risk of operating without containment. An additional compliance option would be installation of a load compressor impeller, P/N 3822270–5, to extend cyclic service life to 26,000 cycles-since-new (CSN) before mandatory installation of the containment shield. Operators cannot operate with a load compressor installed, P/N 3822270–5, past 26,000 CSN unless they have installed an external containment shield. The actions would be required to be accomplished in accordance with the SBs described previously.

There are approximately 1,044 APUs of the affected design in the worldwide fleet. The FAA estimates that 465 APUs installed on airplanes of US registry would be affected by this proposed AD, that it would take approximately 6 work hours per Model 36–300(A) APU (85 units) to accomplish the proposed actions, and 8 work hours per Model 36–280(D) APU (380 units), and that the average labor rate is $60 per work hour. Required parts would cost approximately $3,103 per APU. Fifteen installations on domestic Boeing 737 aircraft (Model 36–280(B)) would require a tube assembly kit, which would cost approximately $1,042. The manufacturer has informed the FAA that it may offset some of these costs thereby lowering the total cost to operators. Based on these figures, the total cost impact of the proposed AD on US operators is estimated to be $1,725,270.

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:

AlliedSignal Inc.: Docket No. 99–NE–34–AD.

Applicability: AlliedSignal Inc. 36–300(A), 36–280(B), and 36–280(D) series Auxiliary Power Units (APUs), installed on but not limited to Airbus Industrie A319, A320, and A321 series; Boeing 737–300, –400, –500 series; and McDonnell Douglas MD–80 series airplanes.

Note 1: This airworthiness directive (AD) applies to each APU 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 APUs 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, unless accomplished previously.

To prevent an uncontained APU failure and damage to the airplane, accomplish the following:

(a) For APUs with load compressor impellers, part number (P/N) 3822270–4, at the next shop visit, or within 6 months after the effective date of this AD, whichever occurs first, accomplish either of the following:

(1) Install an external load compressor containment shield in accordance with AlliedSignal Inc. Service Bulletins (SBs) No. GTCP36–49–7471, dated April 20, 1999, GTCP36–49–7472, dated March 31, 1999, and GTCP36–49–7473, dated March 31, 1999, as applicable; or

(2) Install load compressor impeller, P/N 3822270–5.

(b) For APUs with load compressor impellers, P/N 3822270–5, install an external load compressor containment shield within 6 months after the effective date of this AD, or prior to exceeding 26,000 cycles-since-new (CSN), whichever occurs later, in accordance with AlliedSignal Inc. SBs No. GTCP36–49–7471, dated April 20, 1999, GTCP36–49–7472, dated March 31, 1999, and GTCP36–49–7473, dated March 31, 1999, as applicable.

(c) Operators cannot operate with a load compressor, P/N 3822270–5, installed, past 26,000 cycles unless they have installed an improved external containment shield.

(d) For the purpose of this AD, a shop visit is defined as when the APU is inducted into a shop for any reason.

(e) 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, Los Angeles 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, Los Angeles 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 Los Angeles Aircraft Certification Office.

(f) 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.

Issued in Burlington, Massachusetts, on September 1, 1999.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 99–23284 Filed 9–7–99; 8:45 am]

BILLING CODE 4910–13–U

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 49 and 52

[FRL–6432–8]

Source Specific Federal Implementation Plan for Navajo Generating Station; Navajo Nation

AGENCY: Environmental Protection Agency.

ACTION: Proposed rule.

SUMMARY: The Environmental Protection Agency (EPA) proposes to promulgate a source-specific Federal Implementation Plan (FIP) to regulate emissions from the Navajo Generating Station (NGS), a coal-fired power plant located on the Navajo Indian Reservation near Page, Arizona.

DATES: Comments must be received on or before October 8, 1999.

ADDRESSES: Written comments should be addressed to: Douglas K. McDaniel, Air Division (AIR–8), U.S. EPA Region IX, 75 Hawthorne Street, San Francisco, CA 94105–3901.

FOR FURTHER INFORMATION CONTACT: Douglas K. McDaniel, Air Division (AIR–8), U.S. EPA Region IX, 75 Hawthorne Street, San Francisco, CA 94105–3901, (415) 744–1246.

SUPPLEMENTARY INFORMATION:

Table of Contents

I. Background

A. Action

In today's action, EPA proposes to federalize standards from the Arizona state implementation plan (SIP) and permits issued pursuant to the SIP, applicable to the Navajo Generating Station. Where necessary, EPA's proposed emission standards and associated requirements modify those extracted from Arizona's regulatory programs to ensure comprehensive emission control and federal consistency.

B. Facility

NGS is a privately owned and operated coal-fired power plant located on the Navajo Indian Reservation. Through lease agreements, the facility utilizes real property held in trust by the federal government for the Navajo Nation. The facility operates three units, each with a capacity of 750 megawatts (MW).

NGS is located just east of Page, Arizona, approximately 135 miles north of Flagstaff. Operations at the facility produce emissions of sulfur dioxide (SO_2), nitrogen dioxide (NO_X) and particulate matter (PM).

C. Attainment

NGS is located in the Northern Arizona Intrastate air quality control region (AQCR), which is designated attainment for all criteria pollutants under the Clean Air Act (CAA or ''the Act''). 40 CFR 81.303. As the NGS proposed FIP merely federalizes the regulatory scheme with which the plant has been complying, EPA believes that air quality, and hence the attainment status, in this area will not be negatively impacted by this action.[1]

D. Visibility

Sections 169A and 110(c) of the Act require EPA to take appropriate measures to remedy certified visibility impairments in mandatory Class I areas where the visibility impairment is reasonably attributed to a specific source. On September 5, 1989, EPA preliminarily attributed a significant portion of wintertime visibility impairment in the Grand Canyon National Park to NGS (54 FR 36948). On October 3, 1991, EPA revised the visibility FIP for the state of Arizona to include an SO_2 emission limit for NGS to remedy visibility impairment in the

[1] A different conclusion may be reached by EPA, however, if, for example, there were evidence that the source to be regulated by the FIP is causing or contributing to violations of the applicable NAAQS, or was located in an area that is designated nonattainment for such NAAQS.