

extended twin-engine operations (ETOPS) flight is prohibited until a non-ETOPS flight of at least one hour in duration is accomplished."

#### Prohibited Servicing or Replacement

(b) For all airplanes: As of 14 days after the effective date of this AD, servicing of both the left and right backup generators or replacement of both backup generators with new or serviceable components by the same individual prior to the same flight is prohibited.

#### One-Time Actions for Rolls-Royce Engines

(c) For airplanes equipped with Rolls-Royce Trent 800 series turbofan engines: Within 14 days after the effective date of this AD, determine whether the status message "ELEC BACKUP GEN L(R)" and the maintenance message "Backup generator L(R) has a sheared shaft" have occurred within the last 250 flight hours prior to the effective date of this AD. If these messages have occurred during that time, accomplish follow-on corrective actions, as applicable, at the times specified in paragraphs C.1.(c) and D. of Rolls-Royce Service Bulletin RB.211-72-C813, Revision 1, dated July 16, 1999, in accordance with the procedures specified in the service bulletin.

**Note 2:** Boeing Service Letter 777-SL-24-023-B, dated August 16, 1999, references Rolls-Royce Service Bulletin RB.211-72-C813, Revision 1, dated July 16, 1999, as an additional source of service information to accomplish certain actions required by this AD.

#### Inspections and Corrective Actions

(d) Within 14 days after the effective date of this AD, and thereafter prior to each flight: Accomplish paragraph (d)(1), (d)(2), or (d)(3) of this AD, as applicable.

#### Rolls-Royce Engines

(1) For airplanes equipped with Rolls-Royce Trent 800 series turbofan engines, accomplish paragraphs (d)(1)(i) and (d)(1)(ii) of this AD.

(i) Inspect the Electrical Maintenance Page of the engine indicating and crew alerting system (EICAS), and perform follow-on corrective actions, as applicable, at the times specified in and in accordance with the procedures specified in Boeing Service Letter 777-SL-24-023-B, dated August 16, 1999.

(ii) If the status message "ELEC BACKUP GEN L(R)" is active: Prior to further flight, inspect the Maintenance Access Terminal (MAT) for certain maintenance messages indicating a sheared shaft or low oil pressure, as specified in Step 2.a. of Boeing Service Letter 777-SL-24-023-B, dated August 16, 1999; and accomplish the corrective actions specified in Steps 2.a.(1) or 2.a.(2), as applicable, in accordance with that service letter.

#### General Electric Engines

(2) For airplanes equipped with General Electric GE90 series turbofan engines: If the status message "ELEC BACKUP GEN L(R)" is active, prior to further flight, inspect the MAT for certain maintenance messages indicating a sheared shaft or low oil pressure, as specified in Step 1.a. of Boeing Service

Letter 777-SL-24-024, dated August 16, 1999; and accomplish the corrective actions specified in Steps 1.a.(1) or 1.a.(2), as applicable, in accordance with the service letter.

#### Pratt & Whitney Engines

(3) For Model 777 series airplanes equipped with Pratt & Whitney PW4000 series turbofan engines: If the status message "ELEC BACKUP GEN L(R)" is active, prior to further flight, inspect the MAT for certain maintenance messages indicating a sheared shaft or low oil pressure, as specified in Step 1.a. of Boeing Service Letter 777-SL-24-025, dated August 18, 1999, in accordance with that service letter.

(i) If any of the specified maintenance messages is active, prior to further flight, remove and replace the backup generator in accordance with Airplane Maintenance Manual (AMM) 24-25-01-000-801 or 24-25-01-400-801, as applicable.

(ii) If the backup generator shaft is found to be sheared, or either of the low oil pressure messages are active, prior to further flight, accomplish the corrective actions specified in Step 1.a.(1) of Boeing Service Letter 777-SL-24-025, dated August 18, 1999, in accordance with that service letter.

#### Flight Test After Replacement of Backup Generators

(e) For all airplanes: As of 14 days after the effective date of this AD, following any replacement of the backup generator on both the left and right engines, accomplish paragraphs (c)(1) and (c)(2) of this AD at the times specified in those paragraphs.

(1) Prior to any ETOPS flight, conduct a non-revenue test flight of at least one hour in duration, or a non-ETOPS flight that is either a non-revenue or revenue flight of at least one hour in duration.

(2) Prior to further flight after accomplishment of the action required by paragraph (e)(1) of this AD: Verify accomplishment of the maintenance actions required by paragraph (d)(1), (d)(2), or (d)(3) of this AD, as applicable.

#### Alternative Methods of Compliance

(f) 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, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

#### Special Flight Permits

(g) 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.

#### Incorporation by Reference

(h) Except as provided by paragraphs (a) and (d)(3)(i) of this AD, the actions shall be done in accordance with Rolls-Royce Service Bulletin RB.211-72-C813, Revision 1, dated July 16, 1999; Boeing Service Letter 777-SL-24-023-B, dated August 16, 1999; Boeing Service Letter 777-SL-24-024, dated August 16, 1999; or Boeing Service Letter 777-SL-24-025, dated August 18, 1999; as applicable. 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on December 23, 1999.

Issued in Renton, Washington, on November 30, 1999.

#### D.L. Riggan,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 99-31472 Filed 12-7-99; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-NM-341-AD; Amendment 39-11450; AD 99-25-07]

RIN 2120-AA64

#### Airworthiness Directives; BFGoodrich Main Brake Assemblies as Installed on Airbus Model A319 and A320 Series 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 certain BFGoodrich main brake assemblies as installed on Airbus Model A319 and A320 series airplanes. This action requires a one-time inspection of the wear indicator pins to determine the level of wear of the main brake assemblies of the main landing gear (MLG), and corrective actions, if necessary. This action also requires modification of the main brake assemblies of the MLG, and incorporation of specified wear limits into the maintenance inspection program. This amendment is prompted by in-service reports of brake deterioration caused by thermal

oxidation of the carbon disks of certain BFGoodrich main brake assemblies. The actions specified in this AD are intended to prevent thermal oxidation of the main brake assemblies, which could result in deterioration of the MLG brakes, and consequent reduced braking performance.

**DATES:** Effective December 23, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 23, 1999.

Comments for inclusion in the Rules Docket must be received on or before January 7, 2000.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-341-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from BFGoodrich Aircraft Wheels and Brakes, P.O. Box 340, Troy, Ohio, 45373. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

**SUPPLEMENTARY INFORMATION:** The FAA has received in-service reports of brake deterioration of certain BFGoodrich main brake assemblies installed on Airbus Model A319 and A320 series airplanes. Investigation revealed that the deterioration of these BFGoodrich brakes was caused by thermal oxidation of the carbon material due to exposure to elevated temperatures for prolonged periods of time. Further investigation revealed that the oxidation inhibitor process used by BFGoodrich does not completely prevent oxidation of the carbon brake material. BFGoodrich advises that these carbon brakes, which are susceptible to this oxidation condition, are only used on Airbus Model A319 and A320 series airplanes. This condition, if not corrected, could result in deterioration of the MLG brakes, and consequent reduced braking performance.

### **Explanation of Relevant Service Information**

BFGoodrich has issued Service Bulletins 2-1598-32-1, and 2-1600-32-2, both dated November 5, 1999, which describe procedures for removal of main brake assemblies with wear indicator pins having a length of 0.20 inch or less, and modification of the main brake assemblies of the MLG. The modification involves reducing the length of the wear indicator pins, and re-identifying the piston housings and identification plates of the main brake assemblies.

### **FAA's Determination**

The FAA has determined that a direct correlation exists between the amount of wear and the degree of thermal oxidation. Therefore, by limiting the wear of the carbon brake assemblies, as required by this AD, thermal oxidation is controlled to an acceptable level.

### **FAA's Conclusions**

These airplane models are manufactured in France and are 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.

### **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 thermal oxidation of the main brake assemblies, which could result in deterioration of the MLG brakes, and consequent reduced braking performance. This AD requires one-time detailed visual inspection of the wear indicator pins to determine the level of wear of the main brake assemblies of the main landing gear (MLG), and corrective actions, if necessary. This AD also requires modification of the main brake assemblies of the MLG, and incorporation of specified wear limits into the FAA-approved maintenance inspection program. Certain actions are required to be accomplished in accordance with the service bulletins described previously, except as discussed below.

### **Interim Action**

This is considered to be interim action. The brake 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.

### **Differences Between AD and Service Information**

Operators should note that the BFGoodrich service bulletins allow an option of either replacement of any main brake assembly with 0.20 inch or less remaining on the wear indicator pins, or modification of the brake assembly by reducing the wear indicator pins. Additionally, the BFGoodrich service bulletins do not recommend a compliance time for either action. However, this AD requires a one-time inspection of the wear indicator pins within 10 days, and replacement of the brake assembly if the remaining length of the wear indicator pin is equal to or less than 0.20 inch. This AD also requires modification of the brake assembly to reduce the length of the wear indicator pins within 30 days, and re-identification of the piston housings and identification plates no later than the next brake removal. The FAA finds that in view of in-service reports of main brake assembly deterioration, the requirements specified in this AD are appropriate to maintain a consistent main brake assembly configuration for all airplanes that are affected by the subject unsafe condition.

### **Determination of Rule's Effective Date**

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public 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 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 shall 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 rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 99-NM-341-AD." The postcard will be date stamped and returned to the commenter.

### Regulatory Impact

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it 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, 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 the following new airworthiness directive:

**99-25-07 BFGoodrich:** Amendment 39-11450. Docket 99-NM-341-AD.

**Applicability:** BFGoodrich main brake assemblies having part number (P/N) 2-1598 or 2-1600, as installed on Airbus Model A319 and A320 series airplanes, certificated in any category.

**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 (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 prevent thermal oxidation of the main brake assemblies of the main landing gear (MLG), which could result in deterioration of the MLG brakes, and consequent reduced braking performance, accomplish the following:

### Detailed Visual Inspection

(a) Within 10 days after the effective date of this AD, perform a one-time detailed visual inspection of the wear indicator pins to determine the level of wear of the main brake assemblies of the MLG, as specified in BFGoodrich Service Bulletin 2-1598-32-1, or 2-1600-32-2, both dated November 5, 1999, as applicable.

**Note 2:** For the purposes of this AD, a detailed visual inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc. may be used. Surface cleaning and elaborate access procedures may be required."

(1) If the remaining length of any wear indicator pin is less than or equal to 0.20 inch (5.1 mm) with the brake pressurized, prior to further flight, replace the brake assembly with a new or serviceable brake assembly, in accordance with Chapter 32-42-27 of the applicable Airplane Maintenance Manual (AMM).

(2) If the remaining length of all wear indicator pins is greater than 0.20 inch (5.1 mm) with the brake pressurized, no further action is required by this paragraph.

### Modification

(b) Within 30 days after the effective date of this AD, modify the main brake assemblies of the MLG by reducing the length of the wear indicator pins, in accordance with BFGoodrich Service Bulletin 2-1598-32-1, or 2-1600-32-2, both dated November 5, 1999, as applicable; and incorporate the new wear limits for the main brake assemblies specified in the applicable service bulletin into the FAA-approved maintenance program and comply with those limits thereafter. After accomplishing the modification, but no later than the next brake removal, re-identify the brake assemblies in accordance with the applicable service bulletin.

**Note 3:** Once an operator has complied with the requirements of paragraph (b) of this AD, that paragraph does not require that operators subsequently record accomplishment of the requirements each time a brake is inspected or overhauled in accordance with that operator's FAA-approved maintenance inspection program.

### Spares

(c) As of the effective date of this AD, no person shall install on any airplane a BFGoodrich main brake assembly having P/N 2-1598 or 2-1600, unless that assembly has been modified in accordance with 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, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

**Note 4:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

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

### Incorporation by Reference

(f) The actions shall be done in accordance with BFGoodrich Service Bulletin 2-1598-32-1, dated November 5, 1999, or BFGoodrich Service Bulletin 2-1600-32-2, dated November 5, 1999, as applicable. 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 BFGoodrich Aircraft Wheels and Brakes, P.O. Box 340, Troy, Ohio, 45373. Copies may be

inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on December 23, 1999.

Issued in Renton, Washington, on November 24, 1999.

**D.L. Rigglin,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 99-31474 Filed 12-7-99; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-NM-284-AD; Amendment 39-11453; AD 99-25-10]

RIN 2120-AA64

#### Airworthiness Directives; Airbus Model A319, A320, and A321 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A319, A320, and A321 series airplanes, that requires a one-time inspection of the forward engine mount assembly of the left and right engines to verify that the part number on each assembly is correct; re-identification of the forward engine mount assembly; and follow-on actions, if necessary. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent structural failure of the secondary load path of the forward engine mount, which, if combined with failure of the primary load path, could result in separation of the engine from the airplane.

**DATES:** Effective January 12, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 12, 2000.

**ADDRESSES:** The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the

Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:**

Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

**SUPPLEMENTARY INFORMATION:**

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Airbus Model A319, A320, and A321 series airplanes was published in the **Federal Register** on November 23, 1998 (63 FR 64654). That action proposed to require a one-time inspection of the forward engine mount assembly of the left and right engines to verify that the part number on each assembly is correct; re-identification of the forward engine mount assembly; and follow-on actions, if necessary.

**Comments**

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Two commenters state that they are not affected by the proposed rule.

**Request To Extend Compliance Time for Re-identification**

One commenter, the manufacturer, requests that the FAA extend the compliance time for the re-identification requirement in paragraph (a)(1) of the proposed AD from "prior to further flight" to "within 2,250 flight hours." The commenter states that such an extension would allow operators more flexibility. The commenter points out that the Direction Generale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, is planning to revise French airworthiness directive 98-293-118(B), dated July 29, 1998 (which was referenced in the NPRM as the appropriate corresponding French airworthiness directive) on December 12, 1998, to allow this flexibility of the compliance time.

The FAA partially concurs with the commenter's request. The FAA has determined that there is no configuration difference, and therefore, it is not necessary to accomplish the re-identification prior to further flight. However, the FAA has determined that the required compliance time should be specified in terms of landings, rather than flight hours, to correspond to the compliance time specified in paragraph (a)(2)(i) of the AD. The FAA has revised

paragraph (a)(1) of this AD to allow re-identification of the engine mounts within 2,250 landings following accomplishment of the inspection specified in paragraph (a) of this AD, or at the next engine removal, whichever occurs first. In addition, the FAA has revised NOTE 7 (NOTE 5 of the proposed AD) of the final rule to additionally reference French airworthiness directive 98-293-118(B) R1, dated December 16, 1998.

**Request To Withdraw the Re-identification Requirement**

One commenter requests that the FAA not require re-identification of the mounts, as required by paragraph (a)(2) of the proposed AD, unless the configuration of the mount is altered. The commenter states that the engine mount assembly re-identification serves no purpose because there is no configuration difference between item number 740-2020-513 "N" and -517. The commenter further states that all of the mounts will be re-identified to a new part number when improved thrust links are installed in accordance with Airbus Service Bulletin A320-71-1020, dated May 25, 1998.

The FAA does not concur with the commenter's request. Accomplishment of Service Bulletin A320-71-1020 is required by AD 99-21-19, amendment 39-11364 (64 FR 55414, November 17, 1999). Because there is other service information that affects the engine mount part number, the FAA finds that the re-identification required by paragraph (a)(2) of the AD is important to ensure proper control of the status of the engine mounts.

**Request for Relief From Removing Engines Simultaneously**

One commenter requests relief from accomplishing the procedures in paragraph B (4)(b) of Airbus Service Bulletin A320-71-1021, dated February 6, 1998, or Revision 01, dated June 10, 1998, which states that both engines must be modified at the same time. The commenter notes that removal of both engines at the same time requires a flight test, which increases the cost and time out-of-service.

The FAA concurs with the commenter's request. The FAA finds no technical reason for the modification of both engines to occur at the same time. However, both engines must be modified prior to 2,250 landings following accomplishment of the inspection or at the next engine removal, whichever occurs first. The FAA has added a note after paragraph (a)(2)(i) of the final rule to provide