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5978 .....	1	4 .....	May 6, 1998.
	2	Original .....	December 19, 1990.
	3,4	4 .....	May 6, 1998.
	5	1 .....	October 10, 1991.
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5978 .....	1	3 .....	May 20, 1992.
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	3,4	2 .....	April 28, 1992.
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	7-11	1 .....	October 10, 1991.
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6054 .....	1-4	1 .....	April 24, 1992.
	5-7	Original .....	November 6, 1991.
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	9-16	Original .....	November 6, 1991.
Total pages: 16.			

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 Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-8770, fax (860) 565-4503. 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.

(h) This amendment becomes effective on September 13, 1999.

Issued in Burlington, Massachusetts, on July 2, 1999.

**Jay J. Pardee,**

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

[FR Doc. 99-17427 Filed 7-12-99; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-CE-112-AD; Amendment 39-11223; AD 99-15-04]

RIN 2120-AA64

#### Airworthiness Directives; The New Piper Aircraft, Inc. Models PA-46-310P and PA-46-350P Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to all The New Piper Aircraft, Inc. (Piper) Models PA-46-310P and PA-46-350P airplanes. This AD requires calibrating the turbine inlet temperature system to assure the accuracy of the existing turbine inlet temperature indicator and wiring for all of the applicable airplanes, and repairing or replacing any turbine inlet temperature system that fails the calibration test. This AD also requires repetitively replacing the turbine inlet temperature probe on the Model PA-46-350P airplanes, and inserting a copy of this AD into the Pilot's Operating Handbook of certain airplanes. This AD

is the result of field reports that indicate service accuracy problems with the existing turbine inlet temperature system. The actions specified by this AD are intended to prevent improper engine operation caused by improperly calibrated turbine inlet temperature indicators or defective turbine inlet temperature probes, which could result in engine damage/failure with consequent loss of control of the airplane.

**DATES:** Effective August 31, 1999.

**ADDRESSES:** Service information that applies to this AD may be obtained from The New Piper Aircraft, Inc., Customer Services, 2926 Piper Drive, Vero Beach, Florida 32960. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-112-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

**FOR FURTHER INFORMATION CONTACT:** Mr. Donald J. Young, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6079; facsimile: (770) 703-6097; e-mail address: "Donald.Young@faa.gov".

**SUPPLEMENTARY INFORMATION:**

### Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to all Piper Models PA-46-310P and PA-46-350P airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on March 23, 1999 (64 FR 13934). The NPRM proposed to require calibrating the turbine inlet temperature system to assure the accuracy of the existing turbine inlet temperature indicator and wiring for all of the applicable airplanes, and repairing or replacing any turbine inlet temperature system that fails the calibration test. The NPRM also proposed to require repetitively replacing the turbine inlet temperature probe on the Model PA-46-350P airplanes, and inserting a copy of this AD into the Pilot's Operating Handbook of certain airplanes.

The NPRM was the result of field reports that indicate service accuracy problems with the existing turbine inlet temperature system.

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

### Comment Disposition

The commenter provides reference to other POH revisions than those referenced in the AD. The commenter recommends that the FAA incorporate these into the final rule.

The FAA concurs and has revised the final rule accordingly.

No comments were received regarding the FAA's estimate of the cost impact upon the public.

### The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

### Cost Impact

The FAA estimates that 580 airplanes in the U.S. registry will be affected by the calibration, that it will take approximately 4 workhours per airplane to accomplish the calibration, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of the calibration on

U.S. operators is estimated to be \$139,200, or \$240 per airplane.

The FAA estimates that it will take approximately 1 workhour per airplane to accomplish the initial turbine inlet temperature probe replacement, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$518. Based on these figures, the total cost impact of the replacement on U.S. operators is estimated to be \$335,240, or \$578 per airplane. These figures only take into account the initial replacement and do not take into account the cost of subsequent repetitive replacements. The FAA has no way of determining the number of replacements each owner/operator will incur over the life of the affected airplanes.

### 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.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) 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 final 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.

### 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:

**99-15-04 The New Piper Aircraft, Inc.:**  
Amendment 39-11223; Docket No. 98-CE-112-AD.

*Applicability:* Models PA-46-310P and PA-46-350P airplanes, all serial numbers, 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 (h) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

*Compliance:* Required as indicated in the body of this AD, unless already accomplished.

To prevent improper engine operation caused by improperly calibrated turbine inlet temperature indicators or defective turbine inlet temperature probes, which could result in engine damage/failure with consequent loss of control of the airplane, accomplish the following:

(a) For all affected airplanes (Models PA-46-310P and PA-46-350P), within the next 100 hours time-in-service (TIS) after the effective date of this AD, accomplish the Turbine Inlet Temperature Gauge and Probe Cleaning and Inspection, and Turbine Inlet Temperature System Calibration, as follows:

(1) *For Model PA-46-310P airplanes:* Perform the Turbine Inlet Temperature Gauge and Probe Cleaning and Inspection in accordance with the PA-46-310P/350P Maintenance Manual, Chapter 77-20-00 (section A.(1)(d), pages 1 and 2); and accomplish the Turbine Inlet Temperature System Calibration in accordance with the PA-46-310P/350P Maintenance Manual, Chapter 77-20-00 (pages 3 and 4); and

(2) *For Model PA-46-350P airplanes:* Perform the Turbine Inlet Temperature Gauge and Probe Cleaning and Inspection in accordance with the PA-46-350P Maintenance Manual, Chapter 77-20-00 (section 1.C, page 1); and accomplish the Turbine Inlet Temperature System Calibration in accordance with the PA-46-350P Maintenance Manual, Chapter 77-20-00 (section 1.L, pages 4 through 7).

**Note 2:** Operators of the Model PA-46-350P airplanes with over 150 hours TIS on the currently installed turbine inlet temperature probe will have to replace the probe as required in paragraph (c) of this AD. In this case, the operator may want to accomplish the replacement prior to the Turbine Inlet Temperature Gauge and Probe

Cleaning and Inspection, and Turbine Inlet Temperature System Calibration.

(b) For all affected airplanes (Models PA-46-310P and PA-46-350P), if the results of paragraph (a) of this AD cannot be met (the turbine inlet temperature system indicator cannot be calibrated or the turbine inlet temperature probe fails the inspection), prior to further flight, repair or replace the failed parts with serviceable parts of the following part numbers:

(1) Lewis Turbine Inlet Temperature Analog Indicator, part number 471-008.

(2) Lewis Turbine Inlet Temperature Digital Indicator, part number 548-811.

(3) Turbine Inlet Temperature Probe, part number 471-009 for the Model PA-46-310P

airplanes and part number 481-392 for the PA-46-350P airplanes.

(4) Only the Lewis Turbine Inlet Temperature Analog Indicator (referenced in paragraph (b)(1) of this AD) has a zero adjustment screw. The Lewis Turbine Inlet Temperature Digital Indicator (referenced in paragraph (b)(2) of this AD) must be returned to the factory for adjustment or replacement.

(c) For the Model PA-46-350P airplanes, upon accumulating 250 hours TIS on the currently installed turbine inlet temperature probe or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 250 hours TIS: replace the part number 481-392 turbine inlet temperature

probe with a new one of the same part number.

(d) For the operators of the airplanes presented in paragraphs (d)(1) and (d)(2) of this AD, within the next 100 hours TIS after the effective date of this AD, incorporate the emergency operation procedures specified in paragraph (e) of this AD for when a turbine inlet temperature system failure occurs while in-flight by inserting a copy of this AD into the applicable Pilots' Operating Handbook/Airplane Flight Manual (AFM/POH):

(1) For all operators of the Model PA-46-310P airplanes that do not have the applicable POH revision incorporated as follows:

POH	Revision/date	Affected serial numbers
VB-1200 .....	16/March 19, 1999 .....	46-8408001 through 46-8608067 and 4608001 through 4608007.
VB-1300 .....	13/February 25, 1999 .....	4608008 through 4608140.

(2) For those operators of the Model PA-46-350P airplanes that do not have the applicable POH revision incorporated as follows:

POH	Revision/date	Affected serial numbers
VB-1332 .....	16/November 14, 1997 .....	4622001 through 4622200.
VB-1609 .....	1/November 21, 1997 .....	463001 through 4636020.
VB-1602 .....	1/November 28, 1997 .....	4636021 through 4636131.
VB-1446 .....	New/December 3, 1997 .....	4636132 through 4636195.
VB-1710 .....	New/February 23, 1999 .....	All serial numbers beginning with 4636196.

(e) The following are emergency operation procedures for when a turbine inlet temperature system failure occurs while in-flight:

(1) For Model PA-46-310P airplanes:

(i) If the turbine inlet temperature indication fails during takeoff, climb, descent, or landing, maintain FULL RICH mixture to assure adequate fuel flow for engine cooling.

(ii) If the turbine inlet temperature indication fails after cruise power has been set, maintain cruise power setting and lean to 6 gallons per hour (GPH) fuel flow above that specified in the Power Setting Table in Section 5 of the AFM/POH. Continually monitor engine cylinder head and oil temperatures to avoid exceeding temperature limits.

(2) For Model PA-46-350P airplanes:

(i) If the turbine inlet temperature indication fails during takeoff, climb, descent or landing, set power per the POH Section 5 Power Setting Table and then lean to the approximate POH Power Setting Table fuel flow plus 4 GPH.

(ii) If the turbine inlet temperature indication fails after cruise power has been set, maintain the power setting and increase indicated fuel flow by 1 GPH. Continually monitor engine cylinder head and oil temperatures to avoid exceeding temperature limits.

(f) Inserting a copy of this AD into the applicable POH/AFM as required by paragraph (d) of this AD may be performed by the owner/operator holding at least a private pilot certificate as authorized by § 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the

aircraft records showing compliance with paragraph (d) of this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(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.

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

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

(i) Service information that applies to this AD may be obtained from The New Piper Aircraft, Inc., Customer Services, 2926 Piper Drive, Vero Beach, Florida 32960. This information may also be examined at the Federal FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-112-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106

(j) This amendment becomes effective on August 31, 1999.

Issued in Kansas City, Missouri, on July 2, 1999.

**Marvin R. Nuss,**

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

[FR Doc. 99-17678 Filed 7-12-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-ASO-8]

#### Establishment of Class E Airspace; Avon Park, FL

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Avon Park, FL. A Global Positioning System (GPS) Runway (RWY) 9 Standard Instrument Approach Procedure (SIAP) has been developed for Avon Park Municipal Airport. As a result, controlled airspace extending upward from 700 feet Above Ground Level (AGL) is needed to accommodate the SIAP and for Instrument Flight Rules (IFR) operations at Avon Park Municipal Airport. The operating status