

Modification

(b) Within 2 months after the effective date of this AD, modify the GPSSU of the satellite navigational system, in accordance with (b)(1), (b)(2), or (b)(3) of this AD, as applicable. After accomplishment of the modification, the AFM revision required by paragraph (a) of this AD may be removed from the AFM.

(1) For Model A319, A320, and A321 series airplanes: Modify the GPSSU in accordance with either Airbus Service Bulletin A320-34-1191, dated July 12, 1999, or Airbus Service Bulletin A320-34-1196, dated July 15, 1999.

(i) If modification of the GPSSU is accomplished in accordance with Airbus Service Bulletin A320-34-1191, prior to or concurrent with accomplishment of the modification, accomplish either Airbus Service Bulletin A320-34-1119, Revision 02, dated April 30, 1997, or A320-34-1196, dated July 15, 1999.

(ii) If modification of the GPSSU is accomplished in accordance with Airbus Service Bulletin A320-34-1196, prior to or concurrent with accomplishment of the modification, accomplish Airbus Service Bulletin A320-34-1119, Revision 02, dated April 30, 1997.

(2) For Model A330 series airplanes: Modify the GPSSU in accordance with either Airbus Service Bulletin A330-34-3082, Revision 01, dated September 28, 1999, or Airbus Service Bulletin A330-34-3086, Revision 01, dated September 28, 1999.

(i) If modification of the GPSSU is accomplished in accordance with Airbus Service Bulletin A330-34-3082, Revision 01, prior to or concurrent with accomplishment of the modification, accomplish either Airbus Service Bulletin A330-34-3015, dated April 3, 1995, or Airbus Service Bulletin A330-34-3086, Revision 01, dated September 28, 1999.

(ii) If modification of the GPSSU is accomplished in accordance with Airbus Service Bulletin A330-34-3086, Revision 01, prior to or concurrent with accomplishment of the modification, accomplish Airbus Service Bulletin A330-34-3015, dated April 3, 1995.

(3) For Model A340 series airplanes: Modify the GPSSU in accordance with either Airbus Service Bulletin A340-34-4089, Revision 01, dated September 28, 1999, or Airbus Service Bulletin A340-34-4092, Revision 01, dated September 28, 1999.

(i) If modification of the GPSSU is accomplished in accordance with Airbus Service Bulletin A340-34-4089, Revision 01, prior to or concurrent with accomplishment of the modification, accomplish either Airbus Service Bulletin A340-34-4022, dated April 3, 1995, or Airbus Service Bulletin A340-34-4092, Revision 01, dated September 28, 1999.

(ii) If modification of the GPSSU is accomplished in accordance with Airbus Service Bulletin A340-34-4092, Revision 01, prior to or concurrent with accomplishment of the modification, accomplish either Airbus Service Bulletin A340-34-4022, dated April 3, 1995, or Airbus Service Bulletin A340-34-4078, Revision 01, dated November 26, 1999, including Appendix 01, dated November 26, 1999.

Note 3: The Airbus service bulletins reference LITTON Service Bulletin 2001-34-13, dated July 8, 1999, and LITTON Service Bulletin 2001-34-14, dated July 5, 1999, as additional sources of service information for modifying the GPSSU.

(c) As of the effective date of this AD, no person shall install on any airplane a GPSSU having P/N 465205-0302-0302 or 465205-0302-0303.

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 and Operations 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.

(f) Except as provided by paragraph (a) of this AD, the actions shall be done in accordance with Airbus Service Bulletin A320-34-1191, dated July 12, 1999; Airbus Service Bulletin A320-34-1196, dated July 15, 1999; Airbus Service Bulletin A320-34-1119, Revision 02, dated April 30, 1997; Airbus Service Bulletin A330-34-3082, Revision 01, dated September 28, 1999; Airbus Service Bulletin A330-34-3086, Revision 01, dated September 28, 1999; Airbus Service Bulletin A330-34-3015, dated April 3, 1995; Airbus Service Bulletin A340-34-4089, Revision 01, dated September 28, 1999; Airbus Service Bulletin A340-34-4022, dated April 3, 1995; Airbus Service Bulletin A340-34-4092, Revision 01, dated September 28, 1999; or Airbus Service Bulletin A340-34-4078, Revision 01, including Appendix 01, dated November 26, 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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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.

Note 5: The subject of this AD is addressed in French airworthiness directives 1999-361-138(B), dated September 8, 1999; 1999-354-101(B), dated September 8, 1999; and 1999-355-123(B), dated September 8, 1999; in order to assure the continued airworthiness of these airplanes in France.

(g) This amendment becomes effective on April 27, 2000.

Issued in Renton, Washington, on March 8, 2000.

Donald L. Rigin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 99-NE-49-AD; Amendment 39-11560; AD 2000-03-03]

RIN 2120-AA64

Airworthiness Directives; General Electric Company (GE) CF34 Series Turbofan Engines; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2000-03-03 that is applicable to certain General Electric Company CF34 series turbofan engines that was published in the **Federal Register** on February 7, 2000 (65 FR 5759). Two subpart names and two mandatory inspections were inadvertently omitted from the Mandatory Inspection Requirements of Table 804. This document corrects this Table by adding the subparts and inspections.

EFFECTIVE DATE: March 23, 2000.

FOR FURTHER INFORMATION CONTACT: Kevin Donovan, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7743, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: A final rule airworthiness directive applicable to General Electric Company CF34 series turbofan engines, was published in the **Federal Register** on February 7, 2000 (65 FR 5759). In the compliance section, an omission was made in Table 804 of the Mandatory Inspection Requirements. This correction adds necessary subpart names and inspections to the mandatory inspection requirements:

§ 39.13 [Corrected]

1. On page 5760, in AD 2000-03-03, table 804 is corrected to read as follows:

* * * * *

TABLE 804.—MANDATORY INSPECTION REQUIREMENTS

Part name/part No.	Chapter/section subject	Mandatory inspection
Fan Disk (all)	72-21-00, INSPECTION	All Areas (FPI) ¹ Bores (ECI) ²
Stage 1 HPT Rotor Disk (all)	72-46-00, INSPECTION	All Areas (FPI) ¹ Bores (ECI) ² Boltholes (ECI) ² Air Holes (ECI) ²
Stage 2 HPT Rotor Disk (all)	72-46-00, INSPECTION	All Areas (FPI) ¹ Bores (ECI) ² Boltholes (FPI) ¹ Air Holes (FPI) ¹
(a) Boltless Rim Configuration	Boltholes (ECI) ² Air Holes (ECI) ²
(b) Bolted Rim Configuration	All Areas (FPI) ¹ Bores (ECI) ²
HPT Rotor Outer Torque	72-46-00, INSPECTION	All Areas (FPI) ¹
Coupling (all)	Bores (ECI) ²

¹ FPI = Fluorescent Penetrant Inspection Method.
² ECI = Eddy Current Inspection Method.

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Assistant Manager, Engine and Propeller
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-CE-49-AD; Amendment 39-11646; AD 2000-06-06]

RIN 2120-AA64

Airworthiness Directives; The New Piper Aircraft, Inc. PA-31 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This document adopts a new airworthiness directive (AD) that applies to all The New Piper Aircraft, Inc. PA-31 series airplanes that are equipped with pneumatic deicing boots. This AD requires revising the Airplane Flight Manual (AFM) to include requirements for activation of the airframe pneumatic deicing boots. This AD is the result of reports of in-flight incidents and an accident that occurred in icing conditions where the airframe pneumatic deicing boots were not activated. The actions specified by this AD are intended to assure that flightcrews activate the pneumatic wing and tail deicing boots at the first signs of ice accumulation. This action will prevent reduced controllability of the aircraft due to adverse aerodynamic effects of ice adhering to the airplane prior to the first deicing cycle.

EFFECTIVE DATE: May 5, 2000.

ADDRESSES: You may examine information related to this AD at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-CE-49-AD, 901 Locust, Room 506, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: Mr. John P. Dow, Sr., Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 506, Kansas City, Missouri 64106; telephone: (816) 329-4121; facsimile: (816) 329-4090.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

What caused this AD? This AD is the result of reports of in-flight incidents and an accident that occurred in icing conditions where the airframe pneumatic deicing boots were not activated.

What is the potential impact if the FAA took no action? The information necessary to activate the pneumatic wing and tail deicing boots at the first signs of ice accumulation is critical for flight in icing conditions. If we did not take action to include this information, flight crews could experience reduced controllability of the aircraft due to adverse aerodynamic effects of ice adhering to the airplane prior to the first deicing cycle.

Has the FAA taken any action to this point? Yes. We issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply all Piper PA-31 series airplanes that are equipped with pneumatic deicing boots. This proposal was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on October 12, 1999 (64 FR 55204). The NPRM proposed to require revising the Limitations Section

of the AFM to include requirements for activating the pneumatic deicing boots at the first indication of ice accumulation on the airplane.

Was the public invited to comment? Yes. Interested persons were afforded an opportunity to participate in the making of this amendment. The following paragraphs present the comments received on the NPRM. Also included is the FAA's response to each comment, including any changes incorporated into the final rule based on the comments.

Comment Issue No. 1: Coordinate With Original Equipment Manufacturer

What is the Commenter's Concern? One commenter states that the FAA should coordinate with the original equipment manufacturer before issuing the AD.

What is the FAA's Response to the Concern? We concur. The FAA coordinates and will continue to coordinate with the manufacturer of any affected airplanes before issuing an AD.

Is it Necessary to Change the AD? No.

Comment Issue No. 2: Provide the Criteria for Determining Acceptable Stall Warning Margins

What is the Commenter's Concern? One commenter requests that the FAA provide the criteria for determining whether an airplane has an acceptable stall warning margin. The commenter references recent NPRM AD withdrawals in the FAA's Transport Airplane Directorate.

What is the FAA's Response to the Concern? We cannot provide such information because no regulatory basis exists for determining or applying a mandatory stall margin with contamination. We can review manufacturer-provided data to determine what testing was conducted, and then determine the effects of ice