

Action	Compliance time	Procedures
(1) Inspect the airplane to determine whether a DC power battery switch, Eaton part number A3-205-01/P with a manufacturer's date code of 9926 through 0039, is installed.	During the next phase check that occurs 30 calendar days or more after February 28, 2001 (the effective date of this AD) or within the next 60 calendar days after February 28, 2001 (the effective date of this AD), whichever occurs first.	Not Applicable.
(2) If, by inspecting the airplane, you can positively show that one of the affected DC power battery switches is not installed, then the replacement requirement of this AD does not apply. Make an entry into the aircraft records that shows compliance with this portion of the AD, in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).	Prior to further flight after the inspection	Not Applicable.
(3) If, by inspecting the airplane, you find that one of the affected DC power battery switches is not installed, replace with a new switch of the same part number that has a manufacturer's date code of 0040 or later, or FAA-approved equivalent part number.	Prior to further flight after the inspection, unless already accomplished.	In accordance with the Accomplishment Instructions section of Cessna Service Bulletin SB525-24-20, dated November 16, 2000.
(4) Do not install, on any affected airplane, a DC power battery switch, Eaton part-number A3-205-01/P with a manufacturer's date code of 9926 through 0039.	As of February 28, 2001 (the effective date of this AD).	Not Applicable.

Note 1: Cessna Service Bulletin No. SB525-24-20, dated November 16, 2000, includes procedures for replacing both the DC power battery switch (Eaton part number A3-205-01/P) and the windshield anti-ice bleed air control switch (Eaton part number A3-204-01). Failure of the DC power battery switch is latent, the switch can only be tested during a phase check or other maintenance event, and the failure is a safety of flight issue. The anti-ice bleed air control switches are currently checked during preflight and the AFM contains normal emergency procedures should a failure occur in flight. For this reason, we are only requiring replacement of the DC power battery switch in this AD.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

- (1) Your alternative method of compliance provides an equivalent level of safety; and
- (2) The Manager, Wichita Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 2: This AD applies to each airplane identified in paragraph (a) of this AD, 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 (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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Clyde Erwin, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209, telephone: (316) 946-4149; facsimile: (316) 946-4407.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Cessna Service Bulletin No. SB525-24-20, dated November 16, 2000. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277. You can look at copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) *When does this amendment become effective?* This amendment becomes effective on February 28, 2001.

Issued in Kansas City, Missouri, on January 24, 2001.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-2743 Filed 2-5-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-NE-51-AD; Amendment 39-12103; AD 2001-03-02]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney Canada Models PW306A and PW306B Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule, request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to Pratt & Whitney Canada (PWC) models PW306A and PW306B turbofan engines. This amendment requires removing compressor rotor 2nd, 3rd, and 4th stage drum assemblies and impellers from service before exceeding new, lower cyclic life limits. This amendment is prompted by the results of test analyses that indicate certain compressor rotor 2nd, 3rd, and 4th stage drum assemblies and impellers do not have full published life. The actions specified in this AD are intended to prevent premature cracking of compressor rotor 2nd, 3rd, and 4th stage drum assemblies and impellers which could result in an uncontained engine failure and damage to the airplane.

DATES: Effective February 21, 2001. Comments for inclusion in the rules docket must be received on or before April 9, 2001.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 2000-NE-51-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. 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: James Rosa, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone: 781 238-7152; fax: 781 238-7199.

SUPPLEMENTARY INFORMATION: Transport Canada (TC), which is the airworthiness authority for Canada, recently notified the FAA that an unsafe condition may exist on PWC models PW306A and PW306B turboprop engines. PWC conducted testing and found indications of crack initiations that occurred earlier than expected. As a result of this testing, the manufacturer advises that there is a possibility of premature failure of compressor rotor 2nd, 3rd, and 4th stage drum assemblies part numbers (P/N's) 30B4149-01, 30B4539-01, and 30B4725-01, and impellers P/N's 30B4183-01, 30B4494-01, and 30B4564-01. TC has issued Airworthiness Directive No. CF-2000-27, dated August 29, 2000, in order to ensure the continued airworthiness of these engines in Canada.

Bilateral Airworthiness Agreement

This engine model is manufactured in Canada and is 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. Pursuant to this bilateral airworthiness agreement, TC has kept the FAA informed of the situation described above. The FAA has examined the findings of the manufacturer, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Required Actions

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design that are used on airplanes registered in the United States, this AD is being issued to prevent premature cracking of compressor rotor 2nd, 3rd, and 4th stage drums and impellers. This AD requires a decrease in the current life limit of compressor rotor 2nd, 3rd, and 4th stage drum assemblies and impellers from 6,000 to 3,000 cycles, and replacement of the drums and impellers with serviceable parts. The new life limits are based on the manufacturer's test results that indicate that compressor rotor 2nd, 3rd, and 4th stage drum assemblies and impellers do not have full published lives.

Immediate Adoption

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 should identify the Rules Docket number and be submitted 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. 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 notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 2000-NE-51-AD." The postcard will be date stamped and returned to the commenter.

Regulatory Impact

This action does not have federalism implications, as defined in Executive Order 13132, because it would not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power responsibilities among the various levels of government. Accordingly, the FAA has not consulted with state authorities prior to publication of this proposal.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and 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, Safety.

Adoption of 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:

2001-03-02 Pratt & Whitney Canada:
Amendment 39-12103. Docket No. 2000-NE-51-AD.

Applicability

Pratt & Whitney Canada (PWC) models PW306A and PW306B turboprop engines with compressor rotor 2nd, 3rd, and 4th stage drum assembly part numbers (P/N's) 30B4149-01, 30B4539-01, and 30B4725-01, and impellers P/N's 30B4183-01, 30B4494-01, and 30B4564-01 installed. These engines are installed on but not limited to Dornier Luftfahrt GmbH 328-300 Jet, and Israel Aircraft Industries, LTD. Galaxy 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 (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

Compliance with this AD is required as indicated, unless already done.

To prevent premature cracking of compressor rotor 2nd, 3rd, and 4th stage drum assemblies and impellers which could result in an uncontained engine failure and damage to the airplane, accomplish the following:

Compressor Rotor 2nd, 3rd, and 4th Stage Drum Assembly, and Impeller New Life Limit

(a) Remove compressor rotor 2nd, 3rd, and 4th stage drum assembly P/N's 30B4149-01, 30B4539-01, or 30B4725-01, and impeller P/N's 30B4183-01, 30B4494-01, or 30B4564-01 before exceeding their new life limits in Table 1, and replace with serviceable parts.

TABLE 1.—NEW LIFE LIMITS

Engine model	Part name	Part numbers	Flight count factor	Life limit cycles
PW306A	Compressor Rotor 2nd, 3rd, and 4th Stage Drum Assembly.	30B4149-01	0.9	3,000
		30B4539-01	0.9	3,000
		30B4725-01	0.9	3,000
	Impeller	30B4183-01	0.9	3,000
		30B4494-01	0.9	3,000
		30B4564-01	0.9	3,000
PW306B	Compressor Rotor 2nd, 3rd, and 4th Stage Drum Assembly.	30B4149-01	1.0	3,000
		30B4539-01	1.0	3,000
		30B4725-01	1.0	3,000
	Impeller	30B4183-01	1.0	3,000
		30B4494-01	1.0	3,000
		30B4564-01	1.0	3,000

Use of Flight Count Factor

(b) For PW306A engines only, multiply number of flights (takeoffs and landings) by 0.9 to determine cycles.

Examples:

3,333 (flights) $\times$ 0.9 (flight count factor) = 3,000 cycles.

2,850 (flights) $\times$ 0.9 (flight count factor) = 2,565 cycles.

(c) Except as provided for in paragraph (d) of this AD, do not install any part identified by P/N in paragraph (a) of this AD, that exceed the new life limit.

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

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

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.

Effective Date of This AD

(f) This amendment becomes effective on February 21, 2001.

Issued in Burlington, MA, on January 30, 2001.

David A. Downey,

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

[FR Doc. 01-3060 Filed 2-5-01; 8:45 am]

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

[Docket No. 2001-SW-02-AD; Amendment 39-12100; AD 2001-01-52]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron Canada Model 407 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 2001-01-52, which was sent previously

to all known U.S. owners and operators of Bell Helicopter Textron Canada (BHTC) Model 407 helicopters by individual letters. This AD requires, before further flight, reducing the maximum approved never exceed velocity (Vne); inserting a copy of this AD into the Rotorcraft Flight Manual (RFM); installing a temporary placard on the flight instrument panel to indicate the reduced Vne limit; and installing a new redline Vne limit on all airspeed indicators. This amendment is prompted by an accident resulting from a suspected tail rotor strike to the tailboom. The actions specified by this AD are intended to prevent tail rotor blades from striking the tailboom, separation of the aft section of the tailboom with the tail rotor gearbox and vertical fin, and subsequent loss of control of the helicopter.

DATES: Effective February 21, 2001, to all persons except those persons to whom it was made immediately effective by Emergency AD 2001-01-52, issued on January 10, 2001, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before April 9, 2001.

ADDRESSES: Submit comments in triplicate to the Federal Aviation