

Modification

(h) At the applicable time specified in paragraph (h)(1) or (h)(2) of this AD, modify wiring in the flight compartment by doing all actions in accordance with part 2 of the Accomplishment Instructions of the service bulletin. Following accomplishment of the actions in part 2 of the service bulletin, before further flight, do all actions associated with the functional test, including revising the Emergency Procedures section of the Raytheon Hawker 800XP Airplane Flight Manual to include the information in Temporary Change Part Number 140–590032–0005TC7, in accordance with the Accomplishment Instructions of the service bulletin.

(1) If no damage was found during the inspection required by paragraph (g) of this AD: Do paragraph (h) within 300 flight hours or 180 days after the effective date of this AD, whichever is first.

(2) If any damage is found during the inspection required by paragraph (g) of this AD: Do paragraph (h) before further flight after the damage is found.

Alternative Methods of Compliance (AMOCs)

(i) The Manager, Wichita ACO, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Issued in Renton, Washington, on January 26, 2005.

Ali Bahrami,

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

[FR Doc. 05–1925 Filed 2–1–05; 8:45 am]

BILLING CODE 4910–13–P

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

[Docket No. 2002–NE–40–AD]

RIN 2120–AA64

Airworthiness Directives; Rolls-Royce plc RB211–524 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Supplemental notice of proposed rulemaking; reopening of comment period.

SUMMARY: This notice revises an earlier proposed airworthiness directive (AD), applicable to Rolls Royce plc (RR) RB211–524 series turbofan engines with certain part number (P/N) intermediate pressure (IP) compressor stage 5 disks installed. That proposal required new reduced IP compressor stage 5 disk cyclic limits. That proposal also required removing from service affected disks that already exceed the new

reduced cyclic limit, and removing other affected disks before exceeding their cyclic limits, using a drawdown schedule. That proposal resulted from the discovery of cracks in the cooling air hole areas of the disk front spacer arm. This Supplemental Notice of Proposed Rulemaking (SNPRM) revises the proposed rule by correcting certain cycle life limits specified in Table 3 of that AD and by clarifying certain inspections. We are proposing this AD to prevent IP compressor stage 5 disk failure, which could result in uncontained engine failure and possible damage to the airplane.

DATES: Comments must be received by April 4, 2005.

ADDRESSES: Use one of the following addresses to comment on this proposed AD:

- By mail: Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 2002–NE–40–AD, 12 New England Executive Park, Burlington, MA 01803–5299.

- By fax: (781) 238–7055.

- By e-mail: 9-ane-adcomment@faa.gov.

You can get the service information identified in this proposed AD from Rolls-Royce plc, PO Box 31 Derby, DE248BJ, United Kingdom; telephone 011–44–1332–242424; fax 011–44–1332–249936.

You may examine the AD docket, by appointment, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA.

FOR FURTHER INFORMATION CONTACT: Ian Dargin, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (781) 238–7178; fax (781) 238–7199.

SUPPLEMENTARY INFORMATION:**Comments Invited**

We invite you to submit any written relevant data, views, or arguments regarding this proposal. Send your comments to an address listed under **ADDRESSES**. Include “AD Docket No. 2002–NE–40–AD” in the subject line of your comments. If you want us to acknowledge receipt of your mailed comments, send us a self-addressed, stamped postcard with the docket number written on it; we will date-stamp your postcard and mail it back to you. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the proposed AD. If a person contacts us verbally, and that contact relates to a

substantive part of this proposed AD, we will summarize the contact and place the summary in the docket. We will consider all comments received by the closing date and may amend the proposed AD in light of those comments.

Examining the AD Docket

You may examine the AD Docket (including any comments and service information), by appointment, between 8 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays. See **ADDRESSES** for the location.

Discussion

On October 21, 2003 we issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add an AD to apply to RR RB211–524 series turbofan engines, with certain P/N IP compressor stage 5 disks installed. The Office of the Federal Register published that proposal as a notice of proposed rulemaking (NPRM) in the **Federal Register** on October 27, 2003 (68 FR 61158). That NPRM would have required new reduced IP compressor stage 5 disk cyclic limits. The NPRM also required removing from service affected disks that already exceed the new reduced cyclic limit, and removing other affected disks before exceeding their cyclic limits, using a drawdown schedule. That NPRM resulted from the discovery of cracks in the cooling air hole areas of the disk front spacer arm. That condition, if not corrected, could result in IP compressor stage 5 disk failure, which could result in uncontained engine failure and possible damage to the airplane.

Since we issued that NPRM, we found an error in Table 3 at the date December 1, 2008 row. The cycle life limits in columns 4 and 5 of this row were written incorrectly as 12,000. We have corrected those cycle life limits to 8,900 and 9,000 CIS, respectively. We have removed the phrase “one-time” in reference to on-wing inspections. We also added a sentence to clarify that an on-wing inspection may be used to extend service life only once between shop visit inspections of the disk.

Since these changes expand the scope of the originally proposed rule, we determined that it is necessary to reopen the comment period to provide additional opportunity for public comment.

Manufacturer's Service Information

We have reviewed and approved the technical contents of RR Mandatory Service Bulletin (MSB) No. RB.211–72–D428, Revision 3, dated June 30, 2003, that specifies a drawdown schedule for

removing from service affected IP compressor stage 5 disks, using new RR Time Limits Manual (TLM), 05–10–01 cyclic limits. The MSB also describes procedures for optional inspections at each shop visit to extend the disk life beyond the lives specified. The Civil Aviation Authority (CAA), the airworthiness authority of the United Kingdom (U.K.), has classified this service bulletin as mandatory and issued AD 006–04–2002 to ensure the airworthiness of these RR turbofan engines in the U.K. We have also reviewed and approved the technical contents of Service Bulletin (SB) No. RB.211–72–E148, dated March 13, 2003 and SB No. RB.211–72–E150, Revision 1, dated June 4, 2003, that provide an optional on-wing ECI of the affected disks, to extend the disk life beyond the lives specified.

Differences Between This Proposed AD and the Manufacturer's Service Information

This proposed AD adds a requirement to change the service cyclic limits in the Time Limits Manual and to remove or inspect disks not later than 30 days after the effective date of this AD.

FAA's Determination of an Unsafe Condition and Proposed Actions

These engine models, manufactured in the U.K., 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. Under this bilateral airworthiness agreement, the CAA has kept us informed of the situation described above. We have examined the CAA's findings, 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. Therefore, we are proposing this AD, which would require:

- Establishing new reduced IP compressor stage 5 disk cyclic limits.
- Removing from service affected disks that already exceed the new reduced cyclic limit.
- Removing other affected disks before exceeding their cyclic limits, using a drawdown schedule.

- Allowing optional inspections at each shop visit or an on-wing ECI to extend the disk life beyond the specified life.

The proposed AD would require you to use the service information described previously to perform these actions.

Economic Analysis

There are about 939 RR RB211–524 series turbofan engines of the affected design in the worldwide fleet. We estimate that 35 engines installed on airplanes of U.S. registry will be affected by this proposed AD. We also estimate that it will take about 8 work hours per engine to perform an inspection, and 300 work hours per engine to replace an IP compressor stage 5 disk. The average labor rate is \$65 per work hour. Required parts will cost about \$49,000 per engine. Based on these figures, we estimate the total cost of the AD to U.S. operators to be \$2,415,700.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Analysis

We have determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD 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 and

responsibilities among the various levels of government.

For the reasons discussed above, I certify that the 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. Would not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a summary of the costs to comply with this proposal and placed it in the AD Docket. You may get a copy of this summary at the address listed under **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Proposed Amendment

Under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

Rolls Royce plc: Docket No. 2002–NE–40–AD.

Comments Due Date

(a) The Federal Aviation Administration (FAA) must receive comments on this airworthiness directive (AD) action by April 4, 2005.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to the Rolls-Royce plc (RR) RB211–524 series turbofan engines listed in the following Table 1, with intermediate pressure (IP) compressor stage 5 disk part numbers (P/Ns) listed in Table 2 of this AD, installed.

TABLE 1.—ENGINE MODELS AFFECTED

–524B–02	–524B–B–02	–524B3–02	–524B4–02	–524B4–D–02
–524B2–19	–524B2–B–19	–524C2–19	–524C2–B–19	–524D4–19
–524D4–B–19	–524D4X–19	–524D4X–B–19	–524D4–39	–524D4–B–39
–524G2–19	–524G2–T–19	–524G3–19	–524G3–T–19	–524H2–19
–524H2–T–19	–524H–36	–524H–T–36		

These engines are installed on, but not limited to, Boeing 747, 767, and Lockheed L–1011 airplanes.

TABLE 2.—IP COMPRESSOR STAGE 5 DISK P/NS AFFECTED

LK60130	LK65932	LK69021	LK81269	LK83282
LK83283	UL12290	UL15743	UL15744	UL15745
UL19132	UL20785	UL20832	UL23291	UL25011
UL36821	UL36977	UL36978	UL36979	UL36980
UL36981	UL36982	UL36983	UL37078	UL37079
UL37080	UL37081	UL37082	UL37083	UL37084

Unsafe Condition

(d) This AD results from discovery of cracks in the cooling air hole areas of the disk front spacer arm. The actions specified in this AD are intended to prevent IP compressor stage 5 disk failure, which could

result in uncontained engine failure and possible damage to the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Cycle Limits

(f) Change the service cyclic limits contained in the Time Limits Manual, 05-10-01, for the IP compressor stage 5 discs installed in the engine models listed in the following Table 3, within 30 days after the effective date of this AD.

TABLE 3.—CYCLIC LIFE LIMITS WITHOUT QUALIFYING MAGNETIC PARTICLE INSPECTION (MPI) OR EDDY CURRENT INSPECTION (ECI)

Date of reduced life limit	Engine Models			
	-524G2, G2-T, G3, G3-T, H2, H2-T, H-36, H-T-36	-524D4, D4-B, D4-B-39, D4X, D4X-B, D4-39	-524B2, B2-B, C2, C2-B	-524B-02, B-B-02, B3-02, B4-02, B4-D-02
November 30, 2002	13,500 cycles-in-service (CIS)	16,150 CIS	16,000 CIS	16,200 CIS
April 1, 2003	13,500 CIS	13,500 CIS	13,500 CIS	14,000 CIS
December 1, 2003	12,000 CIS	13,500 CIS	13,500 CIS	14,000 CIS
December 1, 2004	11,000 CIS	13,500 CIS	12,000 CIS	12,000 CIS
December 1, 2005	11,000 CIS	12,000 CIS	12,000 CIS	12,000 CIS
December 1, 2008	7,830 CIS	8,700 CIS	8,900 CIS	9,000 CIS

Optional Inspections

(g) Before December 1, 2008, optional inspections are allowed at each shop visit or on-wing to extend the disk life. Guidance for these inspections is provided in paragraphs (h) or (i) of this AD.

Optional Inspections at Shop Visit

(h) Perform optional inspections at shop visit, as follows:

(1) Remove corrosion protection from IP stage 5 disk. Information on corrosion protection removal can be found in the Engine Manual.

(2) Visual-inspect and binocular-inspect the IP stage 5 disk for corrosion pitting at the cooling air holes and defender holes in the disk front spacer arm. Follow paragraph 3.C. of the Accomplishment Instructions of RR MSB No. RB.211-72-D428, Revision 3, dated June 30, 2003. Information on disk corrosion pitting limits can be found in the Engine Manual.

(i) If the disk has corrosion pitting in excess of limits, remove the disk from service.

(ii) If the disk is free from corrosion pitting, MPI the entire disk. Information on MPI can be found in the Engine Manual. If the disk

passes MPI and no cracks are found, complete all other inspections, re-apply corrosion protection to disk, and return the disk to service in accordance with the cyclic limits allowed by paragraph (k) of this AD. Information on MPI limits can be found in the Engine Manual. Information on re-applying corrosion protection can be found in RR Repair FRS900.

(iii) If the disk has corrosion pitting within limits, ECI all disk cooling air holes, defender holes, and inner and outer faces. Follow paragraph 3.D. of the Accomplishment Instructions of RR MSB No. RB.211-72-D428, Revision 3, dated June 30, 2003. Information on corrosion pitting limits can be found in the Engine Manual. If the disk passes ECI and no cracks are found, MPI the entire disk. Information on MPI can be found in the Engine Manual. If the disk passes MPI and no cracks are found, re-apply corrosion protection to disk, and return the disk to service in accordance with the cyclic limits allowed by paragraph (k) of this AD.

Optional On-Wing EC Inspections

(i) For RB211-524B2/C2 and RB211-524B4/D4 engine models, an on-wing ECI of the IP compressor stage 5 disk may be

performed only once between shop visit inspections. Follow paragraphs 3.A. through 3.F. of the Accomplishment Instructions of RR SB No. RB.211-72-E148, dated March 13, 2003, and RR SB No. RB.211-72-E150, Revision 1, dated June 4, 2003, respectively, to do the ECI. If the disk passes the ECI and no cracks are found, an extension is allowed as specified in paragraph (k) of this AD.

Definition of Shop Visit

(j) For the purposes of this AD, a shop visit is defined as the separation of an engine major case flange. This definition excludes shop visits when only field maintenance type activities are performed in lieu of performing them on-wing. (i.e., for purposes such as to perform an on-wing inspection of a tail engine installation on a Lockheed L-1011 airplane).

Cyclic Life Extension

(k) Disks that pass an optional inspection may remain in service after that inspection for the additional cycles listed in the following Table 4, until the next inspection, or December 1, 2008, or until the cyclic life limit published in the Time Limits Manual is reached, whichever occurs first.

TABLE 4.—CYCLIC LIFE EXTENSION

Engine models	-524G2, G2-T, G3, G3-T, H2, H2-T, H-36, H-T-36	-524D4, D4-B, D4-B-39, D4X, D4X-B, D4-39	-524B2, B2-B, C2, C2-B	-524B-02, B-B-02, B3-02, B4-02, B4-D-02
Extension After Passing MPI	1,600 cycles	2,000 cycles	2,000 cycles	2,000 cycles.

TABLE 4.—CYCLIC LIFE EXTENSION—Continued

Engine models	—524G2, G2-T, G3, G3-T, H2, H2- T, H-36, H-T-36	—524D4, D4-B, D4-B-39, D4X, D4X-B, D4-39	—524B2, B2-B, C2, C2-B	—524B-02, B-B- 02, B3-02, B4-02, B4-D-02
Extension After Passing In-Shop ECI	3,800 cycles	4,500 cycles	4,500 cycles	4,500 cycles.
Extension After Passing On-Wing ECI	1,000 cycles	1,200 cycles	1,200 cycles	1,200 cycles.

Disks That Have Been Intermixed Between Engine Models

(l) Information on intermixing disks between engine models can be found in the RR Time Limits Manual, 05-00-01.

Alternative Methods of Compliance

(m) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Credit for Previous Inspections

(n) Inspections done using RR SB No. RB.211-72-E150, dated April 17, 2003 are acceptable in meeting the requirements of this AD.

Reporting Requirement

(o) Report findings of all inspections of the IP stage 5 disk using paragraph 3.B.(2) of the Accomplishment Instructions of RR ASB RB.211-72-D428, Revision 3, dated June 30, 2003. The Office of Management and Budget (OMB) has approved the reporting requirements specified in Paragraph 3.B. of the Accomplishment Instructions of RR ASB RB.211-72-D428, Revision 3, dated June 30, 2003, and assigned OMB control number 2120-0056.

Related Information

(p) CAA airworthiness directive 006-04-2002, dated April 2002, also addresses the subject of this AD.

Issued in Burlington, Massachusetts, on January 25, 2005.

Francis A. Favara,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 05-1799 Filed 2-1-05; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF THE TREASURY

Alcohol and Tobacco Tax and Trade Bureau

27 CFR Part 9

[Notice No. 32]

RIN: 1513-AA90

Proposed Establishment of the Covelo Viticultural Area (2003R-412P)

AGENCY: Alcohol and Tobacco Tax and Trade Bureau, Treasury.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Alcohol and Tobacco Tax and Trade Bureau proposes to establish the 38,000-acre “Covelo” viticultural area in Mendocino County, California, about 150 miles north of San Francisco. We designate viticultural areas to allow vintners to better describe the origin of their wines and to allow consumers to better identify wines they may purchase. We invite comments on this proposed addition to our regulations.

DATES: We must receive written comments on or before April 4, 2005.

ADDRESSES: You may send comments to any of the following addresses:

- Chief, Regulations and Procedures Division, Alcohol and Tobacco Tax and Trade Bureau, Attn: Notice No. 32, P.O. Box 14412, Washington, DC 20044-4412.
- 202-927-8525 (facsimile).
- nprm@ttb.gov (e-mail).
- <http://www.ttb.gov/alcohol/rules/index.htm>. An online comment form is posted with this notice on our Web site.
- <http://www.regulations.gov> (Federal e-rulemaking portal; follow instructions for submitting comments).

You may view copies of this notice, the petition, the appropriate maps, and any comments we receive about this proposal by appointment at the TTB Library, 1310 G Street, NW., Washington, DC 20220. To make an appointment, call 202-927-2400. You may also access copies of the notice and comments online at <http://www.ttb.gov/alcohol/rules/index.htm>.

See the Public Participation section of this notice for specific instructions and requirements for submitting comments, and for information on how to request a public hearing.

FOR FURTHER INFORMATION CONTACT: N. A. Sutton, AVA Program Manager, Regulations and Procedures Division, Alcohol and Tobacco Tax and Trade Bureau, 925 Lakeville Street, No.158, Petaluma, CA 94952; telephone 415-271-1254.

SUPPLEMENTARY INFORMATION:

Background on Viticultural Areas

TTB Authority

Section 105(e) of the Federal Alcohol Administration Act (the FAA Act, 27 U.S.C. 201 *et seq.*) requires that alcohol beverage labels provide the consumer

with adequate information regarding a product's identity and prohibits the use of misleading information on those labels. The FAA Act also authorizes the Secretary of the Treasury to issue regulations to carry out its provisions. The Alcohol and Tobacco Tax and Trade Bureau (TTB) administers these regulations.

Part 4 of the TTB regulations (27 CFR part 4) allows the establishment of definitive viticultural areas and the use of their names as appellations of origin on wine labels and in wine advertisements. Part 9 of the TTB regulations (27 CFR part 9) contains the list of approved viticultural areas.

Definition

Section 4.25(e)(1)(i) of the TTB regulations (27 CFR 4.25(e)(1)(i)) defines a viticultural area for American wine as a delimited grape-growing region distinguishable by geographical features, the boundaries of which have been recognized and defined in part 9 of the regulations. These designations allow vintners and consumers to attribute a given quality, reputation, or other characteristic of a wine made from grapes grown in an area to its geographic origin. The establishment of viticultural areas allows vintners to describe more accurately the origin of their wines to consumers and helps consumers to identify wines they may purchase. Establishment of a viticultural area is neither an approval nor an endorsement by TTB of the wine produced in that area.

Requirements

Section 4.25(e)(2) of the TTB regulations outlines the procedure for proposing an American viticultural area and provides that any interested party may petition TTB to establish a grape-growing region as a viticultural area. Section 9.3(b) of the TTB regulations requires the petition to include—

- Evidence that the proposed viticultural area is locally and/or nationally known by the name specified in the petition;
- Historical or current evidence that supports setting the boundary of the proposed viticultural area as the petition specifies;