

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.

Differences Between the Service Bulletin and this AD

Ayres Service Bulletin No. SB-AG-42, dated June 16, 1999, specifies repetitive inspections and repetitive replacements of the main landing gear fuselage attach bolts. The FAA does not have justification to mandate the repetitive inspections and repetitive replacements. Based on all available information, the FAA has determined that initially replacing the main landing gear fuselage attach bolts with attach bolts of improved design will correct the unsafe condition on the affected airplanes.

Cost Impact

The FAA estimates that 1,000 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 4 workhours per airplane to accomplish the replacement, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$88 per airplane (4 bolts per airplane at \$22 each). Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$328,000, or \$328 per airplane.

Regulatory Impact

The regulations adopted herein will 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. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

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, 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 a new airworthiness directive (AD) to read as follows:

2000-05-23 AYRES CORPORATION: Amendment 39-11633; Docket No. 99-CE-57-AD.

Applicability: The following airplane models, all serial numbers, certificated in any category, that have at least one main landing gear fuselage attach bolt (that is drilled with a grease fitting), part number 21418T001 or 21418T005 (or FAA-approved equivalent part number):

Models

S-2R, S2R-G1, S2R-G5, S2R-G6, S2R-G10, S2R-R3S, S2R-T11, S2R-T15, S2R-T34, S2R-T45, S2R-T65, S2R-R1340, S2R-R1820, S2RHG-T34, and S2RHG-T65.

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 in the body of this AD, unless already accomplished.

To prevent collapse of the main landing gear caused by cracked main landing gear fuselage attach bolts, which could result in main landing gear collapse with possible wing fuel tank rupture and consequent fire, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, replace each main landing gear fuselage attach bolt that is drilled with a grease fitting with an undrilled (no grease access) attach bolt, part number AN10-33 or NAS6610-42D (or FAA-approved equivalent part number). Accomplish this replacement in accordance

with both Ayres Service Bulletin No. SB-AG-42, dated June 16, 1999, and the applicable maintenance manual.

(b) As of the effective date of this AD, no person may install, on any affected airplane, a main landing gear fuselage attach bolt (that is drilled with a grease fitting), part number 21418T001 or 21418T005 (or FAA-approved equivalent part number).

(c) 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.

(d) An alternative method of compliance or adjustment of the 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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(e) The replacements required by this AD shall be done in accordance with Ayres Service Bulletin No. SB-AG-42, dated June 16, 1999. 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 Ayres Corporation, P.O. Box 3090, One Ayres Way, Albany, Georgia 31706-3090. Copies may be inspected at the 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.

(f) This amendment becomes effective on May 5, 2000.

Issued in Kansas City, Missouri, on March 7, 2000.

Michael Gallagher,

Manager, Small Airplane Directorate Aircraft Certification Service.

[FR Doc. 00-6162 Filed 3-17-00; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-73-AD; Amendment 39-11629; AD 2000-05-19]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 727 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Boeing Model 727 series airplanes, that requires a one-time detailed visual inspection of the fuselage skin and bonded doubler area above the forward entry doorway to detect fatigue cracking or the existence of certain repairs, and follow-on corrective actions, if necessary. This action also requires a preventive modification or full-sized repair doubler, as applicable. This amendment is prompted by reports of fatigue cracking in the fuselage skin and bonded doublers in the forward and aft corners above the forward entry doorway. The actions specified by this AD are intended to prevent such fatigue cracking of the fuselage skin and bonded doubler, which could result in reduced structural integrity and consequent loss of cabin pressurization.

DATES: Effective April 24, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 24, 2000.

ADDRESSES: The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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: Walter Sippel, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2774; fax (425) 227-1181.

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 all Boeing Model 727 series airplanes was published in the **Federal Register** on December 7, 1999 (64 FR 68297). That action proposed to require a one-time detailed visual inspection of the fuselage skin and bonded doubler area above the forward entry doorway to detect fatigue cracking or the existence of certain repairs, and follow-on corrective actions, if necessary. That action also proposed to require a preventive modification or full-sized repair doubler, as applicable.

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.

One commenter supports the proposed rule. Another commenter states that it is not affected by the proposed rule.

Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

There are approximately 1,429 airplanes of the affected design in the worldwide fleet. The FAA estimates that 887 airplanes of U.S. registry will be affected by this AD.

The FAA estimates that it will take approximately 1 work hour per airplane to accomplish the inspection of the fuselage skin and bonded doubler area, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$53,220, or \$60 per airplane.

The FAA estimates that it will take approximately 27 work hours per airplane to accomplish the preventive modification or full-sized repair doubler, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$979 per airplane. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$2,305,313, or \$2,599 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

The regulations adopted herein will 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. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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:

2000-05-19 BOEING: Amendment 39-11629. Docket 99-NM-73-AD.

Applicability: All Model 727 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 (c) 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 fatigue cracking of the fuselage skin and bonded doubler area above the forward entry doorway, which could result in reduced structural integrity and consequent loss of cabin pressurization, accomplish the following:

Detailed Visual Inspection

(a) Prior to the accumulation of 60,000 total flight cycles, or within 3,000 flight cycles after the effective date of this AD, whichever occurs later: Perform a one-time detailed visual inspection of the fuselage skin and

bonded doubler area above the forward entry doorway to detect fatigue cracking or the existence of a previous repair, in accordance with Boeing Service Bulletin 727-53-0186, Revision 1, dated May 21, 1992.

Corrective Action

(1) If no crack or repair is detected, prior to further flight, perform the preventive modification in accordance with the service bulletin. No further action is required by this AD.

(2) If any crack but no repair is detected, prior to further flight, accomplish the actions required by paragraph (a)(2)(i), (a)(2)(ii), or (a)(2)(iii), as applicable.

(i) If any crack is less than or equal to 2.5 inches, perform the full-sized repair doubler in accordance with Boeing Service Bulletin 727-53-0186, Revision 1, dated May 21, 1992. Accomplishment of this action constitutes terminating action for the requirements of this AD.

(ii) If any crack exceeds 2.5 inches, repair in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate; or in accordance with data meeting the type certification basis of the airplane approved by a Boeing Company Designated Engineering Representative (DER) who has been authorized by the Manager, Seattle ACO, to make such findings. For a repair method to be approved by the Manager, Seattle ACO, or the Boeing DER, as required by this paragraph, the approval letter must specifically reference this AD.

(iii) If any crack in the bear strap is detected, repair in accordance with a method approved by the Manager, Seattle ACO; or in accordance with data meeting the type certification basis of the airplane approved by a Boeing Company DER who has been authorized by the Manager, Seattle ACO, to make such findings. For a repair method to be approved by the Manager, Seattle ACO, or the Boeing DER, as required by this paragraph, the approval letter must specifically reference this AD.

(3) If any repair is found, accomplish paragraph (a)(3)(i), (a)(3)(ii), or (a)(3)(iii), of this AD, as applicable.

(i) If a full-sized repair doubler is found, as specified by Boeing Service Bulletin 727-53-0186, dated April 27, 1989, or Revision 1, dated May 21, 1992, and any crack is less than or equal to 2.5 inches, no further action is required by this AD.

(ii) If a half-sized repair doubler is found, as specified by Boeing Service Bulletin 727-53-0186, dated April 27, 1989, or Revision 1, dated May 21, 1992, and any crack is less than or equal to 2.5 inches and is not in the bear strap: Prior to further flight, perform the full-sized repair doubler in accordance with Boeing Service Bulletin 727-53-0186, Revision 1, dated May 21, 1992. No further action is required by this AD.

(iii) If a half-sized or full-sized repair doubler is found, as specified by the service bulletin, and any crack exceeds 2.5 inches or is located in the bear strap: Prior to further flight, repair in accordance with a method approved by the Manager, Seattle ACO or in accordance with data meeting the type certification basis of the airplane approved

by a Boeing Company DER who has been authorized by the Manager, Seattle ACO, to make such findings. For a repair method to be approved by the Manager, Seattle ACO, or the Boeing DER, as required by this paragraph, the approval letter must specifically reference this AD.

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 an intensity deemed appropriate by the inspector. Inspection aids such as mirrors, magnifying lenses, etc. may be used. Surface cleaning and elaborate access procedures may be required."

Terminating Action for AD 94-05-04

(b) Accomplishment of the requirements of this AD constitutes terminating action for the requirements of paragraph (a) of AD 94-05-04, amendment 39-8842 (which are required to be accomplished in accordance with Appendices A.3, B.3, and C.3 of Boeing Document Number D6-54860, "Aging Airplane Service Bulletin Structural Modification and Inspection Program—Model 727," Revision G, dated March 5, 1993), with respect to the modification specified in Boeing Service Bulletin 727-53-0186, dated April 27, 1989. All other service bulletins referenced in Boeing Document Number D6-54860 still apply.

Alternative Methods of Compliance

(c) 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 ACO. 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

(d) 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

(e) Except as provided by paragraphs (a)(2)(ii), (a)(2)(iii), and (a)(3)(iii) of this AD, the actions shall be done in accordance with Boeing Service Bulletin 727-53-0186, Revision 1, dated May 21, 1992. 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.

(f) This amendment becomes effective on April 24, 2000.

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

Donald L. Riggan,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00-6157 Filed 3-17-00; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-174-AD; Amendment 39-11635; AD 2000-05-25]

RIN 2120-AA64

Airworthiness Directives; British Aerospace Model BAe 146-100A, -200A, and -300A Series Airplanes Equipped With AlliedSignal ALF502R-Series Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to all British Aerospace Model BAe 146-100A, -200A, and -300A series airplanes, that currently requires installation of a placard prescribing special procedures to be followed when operating at certain flight levels with the engine and airframe anti-ice switch ON; modification of the air brake auto-retract function; and a revision to the Airplane Flight Manual (AFM) relative to altitude and operating limitations associated with flight in icing conditions above 26,000 feet. This amendment requires installation/replacement of new placards. This amendment also provides for a terminating modification for the AFM revision and installation/replacement of placards. This amendment is prompted by reports of uncommanded engine thrust reductions (rollback) when operating in certain icing conditions that exist in the vicinity of thunderstorms. The actions specified by this AD are intended to prevent engine power rollback during flight in icing conditions, a condition that could result in insufficient power to sustain flight.

DATES: Effective April 24, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 24, 2000.