

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."

(b) For certain Model 737-300, -400, and -500 series airplanes on which the actions specified by Boeing Alert Service Bulletin 737-29A1076, dated April 2, 1998, have been accomplished: Within 90 days after the effective date of this AD, perform a one-time detailed visual inspection of wire bundle W0334 and the hydraulic case drain and pressure hoses for the EMDP for hydraulic system "B" to detect any discrepancy (e.g., damage or chafing of wire bundle W0334 and the hydraulic case drain and pressure hoses; and incorrect separation between those components), in accordance with Part 2 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-29A1076, Revision 1, dated October 21, 1999.

(1) If no discrepancy is found, no further action is required by this paragraph.

(2) If any discrepancy is found, prior to further flight, perform corrective actions in accordance with Part 2 of the Accomplishment Instructions of the alert service bulletin.

Actions for Model 737-600, -700, and -800 Series Airplanes

(c) For certain Model 737-600, -700, and -800 series airplanes on which the actions specified by Boeing Alert Service Bulletin 737-29A1077, dated March 4, 1999, have not been accomplished: Within 90 days after the effective date of this AD, perform a one-time detailed visual inspection of wire bundle W5230 and the hydraulic case drain and pressure hoses for the EMDP for hydraulic system "B" to detect any discrepancy (e.g., damage or chafing of the W5230 wire bundle and the hydraulic case drain and pressure hoses; and incorrect separation between those components) in accordance with Part 1 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-29A1077, Revision 1, dated October 21, 1999.

(1) If no discrepancy is found, no further action is required by this paragraph.

(2) If any discrepancy is found, prior to further flight, perform corrective actions in accordance with Part 1 of the Accomplishment Instructions of the alert service bulletin.

(d) For certain Model 737-600, -700, and -800 series airplanes on which the actions specified by Boeing Alert Service Bulletin 737-29A1077, dated March 4, 1999, have been accomplished: Within 90 days after the effective date of this AD, perform a one-time detailed visual inspection of wire bundle W5230 and the case drain and pressure hoses for the EMDP for hydraulic system "B" to detect any discrepancy (e.g., damage or chafing of the W5230 wire bundles and the hydraulic case drain and pressure hoses; and incorrect separation between those components), in accordance with Part 2 of Boeing Alert Service Bulletin 737-29A1077, Revision 1, dated October 21, 1999.

(1) If no discrepancy is found, no further action is required by this paragraph.

(2) If any discrepancy is found, prior to further flight, perform corrective actions in

accordance with Part 2 of the Accomplishment Instructions of the alert service bulletin.

Alternative Methods of Compliance

(e) 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 Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. 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

(f) Special flight permits may be issued in accordance with sections 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

(g) The inspection and corrective actions shall be done in accordance with Boeing Alert Service Bulletin 737-29A1076, Revision 1, dated October 21, 1999; or Boeing Alert Service Bulletin 737-29A1077, Revision 1, dated October 21, 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 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.

(h) This amendment becomes effective on January 31, 2000.

Issued in Renton, Washington, on January 7, 2000.

Donald L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00-876 Filed 1-13-00; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-318-AD; Amendment 39-11513; AD 2000-01-15]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F27 Mark 050 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F27 Mark 050 series airplanes. For certain airplanes, this action requires modification of the electrical power supply of the landing gear anti-skid unit. For certain airplanes, this action also requires a revision to the Airplane Flight Manual (AFM) to provide the flight crew with procedures for calculating the accelerate-stop distance for certain conditions, and installation of a new ground idle stop assembly and new placards on the top cover of the pedestal, which terminates the requirements for the AFM revision. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified in this AD are intended to prevent interruption of the anti-skid system function, or inadvertent selection of reverse thrust during a rejected takeoff. Either of these conditions could result in reduced controllability of the airplane.

DATES: Effective January 31, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the **Federal Register** as of January 31, 2000.

Comments for inclusion in the Rules Docket must be received on or before February 14, 2000.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-318-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Fokker Services B.V., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands. This information may be examined 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.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: The Rijksluchtvaartdienst (RLD), which is the airworthiness authority for the Netherlands, notified the FAA that an

unsafe condition may exist on certain Fokker Model F27 Mark 050 series airplanes. The RLD advises that analysis of flight test data has revealed that the braking performance may be less than expected in certain conditions. During a rejected takeoff (RTO), a restrictor in the pitch control unit (PCU) is activated if the power levers are moved to the full reverse position. This restrictor limits the pitch rate of change of the propeller blades, which affects the average drag and lift characteristics of the airplane. Movement of the power levers to the reverse position during an RTO, if not corrected, could result in reduced controllability of the airplane.

The RLD also advises that, for airplanes equipped with Pratt & Whitney Model PW127B engines, tests have shown that during an RTO the propeller revolutions per minute (RPM) may temporarily exceed the trip level of the generator control unit. This condition causes a loss of generator power, and possible switching to an alternate bus power source with consequent interruption of the anti-skid system function. This condition, if not corrected, could result in reduced controllability of the airplane.

Explanation of Relevant Service Information

Fokker has issued Service Bulletin SBF50-32-031, dated December 20, 1996, which describes procedures for modification of the electrical power supply of the landing gear anti-skid unit. The modification involves revising the EPC-1 panel 2 and panel 3, and EPC-2 direct current panel, and adding wiring to the various assemblies.

Fokker also has issued Service Bulletin SBF50-76-016, dated December 20, 1996, which describes procedures for installation of a new ground idle stop assembly and new placards on the top cover of the pedestal.

Accomplishment of the actions specified in the service bulletins and the AFM revision described below is intended to adequately address the identified unsafe condition. The RLD classified these service bulletins and the AFM revision described below as mandatory and issued Dutch airworthiness directives 1996-149 (A), and 1996-150 (A), both dated December 31, 1996, in order to assure the continued airworthiness of these airplanes in the Netherlands.

FAA's Conclusions

This airplane model is manufactured in the Netherlands and is type certificated for operation in the United States under the provisions of section

21.29 of the Federal Aviation Regulations (14 CFR 21.19) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the RLD has kept the FAA informed of the situation described above. The FAA has examined the findings of the RLD, 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.

Explanation of Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, this AD is being issued to prevent reduced controllability of the airplane as a result of interruption of the anti-skid system function, or inadvertent selection of reverse thrust during an RTO. This AD requires accomplishment of the actions specified in the service bulletins described previously. This AD also requires a revision to the Limitations Section of the FAA-approved AFM to provide the flight crew with procedures for calculating the accelerate-stop distance for certain conditions.

Cost Impact

None of the airplanes affected by this action are on the U.S. Register. All airplanes included in the applicability of this rule currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future.

Should an affected Fokker Model F27 Mark 050 series airplane equipped with Pratt & Whitney Model PW127B engines be imported and placed on the U.S. Register in the future, it would require approximately 16 work hours to accomplish the required modification of the electrical power supply of the landing gear anti-skid unit, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$1,544 per airplane. Based on these figures, the cost impact of this AD for those airplanes would be \$2,504 per airplane.

Should an affected Fokker Model F27 Mark 050 series airplane, as listed in Fokker Service Bulletin SBF50-76-016, dated December 20, 1996, be imported and placed on the U.S. Register in the

future, it would require approximately 1 work hour to accomplish the required AFM revision, at an average labor rate of \$60 per work hour. It also would require approximately 1 work hour to accomplish the required installation of a new ground idle stop assembly and new placards, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$1,000 per airplane. Based on these figures, the cost impact of this AD for these airplanes would be \$1,120 per airplane.

Determination of Rule's Effective Date

Since this AD action does not affect any airplane that is currently on the U.S. register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, prior notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the **Federal Register**.

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and 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 shall identify the Rules Docket number and be submitted in triplicate 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. Factual 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 rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 99-NM-318-AD." The postcard will be date stamped and returned to the commenter.

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 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:

2000-01-15 Fokker Services B.V.:

Amendment 39-11513. Docket 99-NM-318-AD.

Applicability: All Model F27 Mark 050 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 reduced controllability of the airplane as a result of interruption of the anti-skid system function, or inadvertent selection of reverse thrust during a rejected takeoff, accomplish the following:

Modification for Certain Airplanes

(a) For Model F27 Mark 050 series airplanes equipped with Pratt & Whitney Model PW127B engines: Within 12 months after the effective date of this AD, modify the electrical power supply of the landing gear anti-skid unit in accordance with Fokker Service Bulletin SBF50-32-031, dated December 20, 1996.

Airplane Flight Manual Revision and Installation For Certain Airplanes

(b) For Model F27 Mark 050 series airplanes, as listed in Fokker Service Bulletin SBF50-76-016, dated December 20, 1996: Accomplish the actions specified in paragraphs (b)(1) and (b)(2) of this AD.

(1) Within 10 days after the effective date of this AD, revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following statement. This may be accomplished by inserting a copy of this AD in the AFM.

"Correct the 'available accelerate-stop distance' as follows:

For dry runways, multiply the relevant figure by 0.9; For wet runways, subtract 525 feet (160 meters) from the relevant figure; and

For contaminated and slippery runways, subtract 1,181 feet (360 meters) from the relevant figure.

Additionally, the required accelerate-stop distance, as calculated from the AFM for a given airplane weight and V1 or Vstop must be increased in accordance with the same factors given for available accelerate-stop distance, as shown above."

(2) Within 12 months after the effective date of this AD, install a new ground idle stop assembly and new placards on the top cover of the pedestal, in accordance with Fokker Service Bulletin SBF50-76-016, dated December 20, 1996. Following accomplishment of these actions, the AFM revision required by paragraph (b)(1) of this AD may be removed from the AFM.

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, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 2: 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

(d) Special flight permits may be issued in accordance with sections 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) The actions required by paragraphs (a) and (b)(2) of this AD shall be done in accordance with Fokker Service Bulletin SBF50-76-016, dated December 20, 1996, and Fokker Service Bulletin SBF50-32-031, dated December 20, 1996; 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 Fokker Services B.V., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands. 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 3: The subject of this AD is addressed in Dutch airworthiness directives 1996-149 (A), and 1996-150 (A), both dated December 31, 1996.

(f) This amendment becomes effective on January 31, 2000.

Issued in Renton, Washington, on January 7, 2000.

Donald L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00-877 Filed 1-13-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-58-AD; Amendment 39-11512; AD 2000-01-14]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 777 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 777 series airplanes, that requires the replacement of fuse pins in the attachment fittings and support fittings of the main landing gear with new, improved fuse pins. This amendment is prompted by a report of corrosion of a