

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

fuse pin of a similar design on the main landing gear of a Boeing Model 767 series airplane. The actions specified by this AD are intended to prevent corrosion and subsequent fracture of the fuse pins, which could result in collapse of the main landing gear and the loss of the inboard flap and spoilers.

DATES: Effective February 18, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 18, 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: Stan Wood, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2772; 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 Boeing Model 777 series airplanes was published in the **Federal Register** on August 20, 1999 (64 FR 45476). That action proposed to require the replacement of fuse pins in the attachment fittings and support fittings of the main landing gear with new, improved fuse pins.

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.

Request To Correct Error in Statement of Unsafe Condition

One commenter states that the unsafe condition, as stated in the notice of proposed rulemaking (NPRM), is incorrect, and requests that it be corrected. The NPRM states that fracture of the fuse pins could result in collapse of the main landing gear and the loss of the inboard flap and outboard spoilers. The commenter states that the inboard spoilers, not the outboard, could be lost. The FAA concurs with the commenter's

request and its rationale and has revised this final rule accordingly.

Request To Reference New Service Information

One commenter requests that the NPRM be revised to reference Boeing Service Bulletin 777-57A0029, Revision 1, dated August 12, 1999, as the source of service information for the accomplishment of the actions required by this AD. (The NPRM references Boeing Alert Service Bulletin 777-57A0029, dated December 22, 1998, as the appropriate source of service information.)

The FAA concurs with the commenter's request. Since the issuance of the NPRM, the FAA has reviewed and approved Boeing Service Bulletin 777-57A0029, Revision 1. The FAA has determined that Revision 1 of the service bulletin adds no new requirements, but provides clarification of some instructions, which will assist operators in accomplishing the requirements of this AD. Therefore, the FAA has revised paragraph (a) of the final rule to reference Boeing Service Bulletin 777-57A0029, Revision 1, in addition to the original issue of Boeing Alert Service Bulletin 777-57A0029, as appropriate sources of service information.

In addition, the FAA finds that Revision 1 of the service bulletin eliminates one airplane from the effectivity listing. (The intent of the service bulletin was accomplished on that airplane during production.) Therefore, the applicability of this final rule has been revised to state that this AD is applicable to airplanes listed in Boeing Service Bulletin 777-57A0029, Revision 1, rather than airplanes listed in the original issue of Boeing Alert Service Bulletin 777-57A0029 (as proposed in the NPRM). The FAA finds that this revision does not necessitate reopening the comment period, because it is relieving in nature (the change reduces the applicability of this AD by one airplane). Also, one airplane has been subtracted from the number of affected airplanes in the worldwide fleet, as stated in the cost impact section of the preamble of this final rule.

Request To Revise Compliance Time

One commenter requests that the FAA revise the compliance threshold of this AD from 48 months since date of manufacture to 1,500 days since the delivery date of the airplane. The commenter states that 1,500 days would better align with operators' scheduled maintenance intervals. The commenter also states that "'date of manufacture' is ill-defined."

The FAA does not concur with the commenter's requests. The FAA finds that there is no technical justification for changing the threshold from 48 months to 1,500 days, as the commenter requests. In developing an appropriate compliance time for this AD, the FAA considered not only the manufacturer's recommendation in the service bulletin, but the degree of urgency associated with addressing the subject unsafe condition. The FAA finds a compliance time of 48 months since date of manufacture or 18 months after the effective date of the AD, whichever occurs later, for initiating the required actions to be warranted, in that it represents an appropriate interval of time allowable for affected airplanes to continue to operate without compromising safety. In addition, the FAA points out that the compliance time proposed in the NPRM is essentially the same as that recommended by the manufacturer in the service bulletin (48 months after delivery or 18 months after receipt of the service bulletin, whichever is later). With regard to referring to the delivery date of the airplane, rather than the date of manufacture, the FAA finds that there is no technical justification for such a change. The FAA refers to "date of manufacture" rather than "delivery date" of an airplane because the airplane may not be "delivered" until long after it is manufactured. Also, the date of manufacture can be readily discovered through the serial number of the airplane. No change to the final rule is necessary in this regard.

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 with the changes previously described. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

There are approximately 162 Model 777 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 34 airplanes of U.S. registry will be affected by this AD, that it will take between 5 and 39 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost between \$3,090 and \$8,710 per airplane. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be

between \$3,390 and \$11,050 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the 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 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:

2000-01-14 Boeing: Amendment 39-11512. Docket 99-NM-58-AD.

Applicability: Model 777 series airplanes, as listed in Boeing Service Bulletin 777-

57A0029, Revision 1, dated August 12, 1999; 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 corrosion and subsequent fracture of the fuse pins in the main landing gear attachment and support fittings, which could result in collapse of the main landing gear and the loss of the inboard flap and spoilers, accomplish the following:

Replacement

(a) Within 48 months since date of manufacture, or 18 months after the effective date of this AD, whichever occurs later, replace the main landing gear fuse pins with new, improved fuse pins in accordance with Boeing Alert Service Bulletin 777-57A0029, dated December 22, 1998; or Boeing Service Bulletin 777-57A0029, Revision 1, dated August 12, 1999.

Spares

(b) As of the effective date of this AD, no person shall install a main landing gear fuse pin having part number 112W1728-1, 112W1728-3, or 115W1670-1 on any airplane.

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 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 2: 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 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 shall be done in accordance with Boeing Alert Service Bulletin 777-57A0029, dated December 22, 1998; or Boeing Service Bulletin 777-57A0029, Revision 1, dated August 12, 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 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 February 18, 2000.

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

Donald L. Rigin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00-878 Filed 1-13-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 29899; Amdt. No. 420]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

EFFECTIVE DATE: 0901 UTC, February 24, 2000.

FOR FURTHER INFORMATION CONTACT:

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK. 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK 73125) telephone: (405) 954-4164.

SUPPLEMENTARY INFORMATION: This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as