

accordance with a method approved by the FAA.

### Cost Impact

There are approximately 82 airplanes of the affected design in the worldwide fleet. The FAA estimates that 33 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 13 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$216 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$32,868, or \$996 per airplane.

The cost impact figure discussed above is 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 proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this 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) if promulgated, 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 draft regulatory 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, Safety.

### The Proposed Amendment

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

**Boeing:** Docket 99-NM-346-AD.

**Applicability:** Model 777 series airplanes having line numbers 1 through 119 inclusive, except line numbers 94, 102, 104, and 118, 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 (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, unless accomplished previously.

To prevent fatigue cracking of the upper wing skin, which could result in reduced structural integrity of the wing, accomplish the following:

#### Eddy Current Inspection of Fastener Holes

(a) Prior to the accumulation of 16,000 total flight cycles or 40,000 total flight hours, whichever occurs earlier, perform a one-time eddy current inspection to detect cracking of the fastener holes common to the upper wing skins and trailing edge panels of both wings, in accordance with Boeing Alert Service Bulletin 777-57A0022, dated August 26, 1999.

#### Rework and Re-Inspection of Fastener Hole

(b) If any cracking is detected during the inspection required by paragraph (a) of this AD, prior to further flight, oversize the fastener hole and perform additional eddy current inspections to detect cracking of the fastener holes until all cracking is no longer detectable by means of eddy current inspection. Perform the actions in accordance with Boeing Alert Service Bulletin 777-57A0022, dated August 26, 1999. Prior to further flight, oversize the fastener hole an additional 1/32-inch minimum and measure the starting hole diameter and edge margin of the fastener hole, in accordance with the alert service bulletin.

(1) If the fastener hole diameter or the edge margin of any fastener hole is not within the limits specified in the alert service bulletin, prior to further flight, repair in accordance

with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, or a Boeing Company Designated Engineering Representative who has been authorized by the FAA to make such findings. For a repair method to be approved by the Manager, Seattle ACO, as required by this paragraph, the Manager's approval letter must specifically reference this AD.

(2) If the fastener hole diameter and edge margin of all the fastener holes are within the limits specified in the alert service bulletin, prior to further flight, accomplish the requirements of paragraph (c) of this AD.

#### Coldwork of Fastener Holes

(c) If no cracking is detected during the eddy current inspection required by paragraph (a), or the fastener hole diameter and edge margin of all the fastener holes are within the limits required by paragraph (b) of this AD, prior to further flight, coldwork the fastener holes and install new or serviceable fasteners, in accordance with Boeing Alert Service Bulletin 777-57A0022, dated August 26, 1999.

#### Alternative Methods 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, 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 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

(e) 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.

Issued in Renton, Washington, on December 28, 1999.

**D.L. Riggan,**

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

[FR Doc. 00-50 Filed 1-3-00; 8:45 am]

**BILLING CODE 4910-13-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-NM-186-AD]

RIN 2120-AA64

### Airworthiness Directives; Fokker Model F27 Mark 050, 200, 500, and 600 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Fokker Model F27 Mark 050, 200, 500, and 600 series airplanes. This proposal would require installation of certain components, and revisions of the Airplane Flight Manual. This action is necessary to prevent undetected failures of the horizontal and vertical stabilizer de-icing system, which could result in reduced controllability of the airplane. This action is intended to address the identified unsafe condition.

**DATES:** Comments must be received by February 3, 2000.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-186-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule 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.

**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:**

**Comments Invited**

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule.

The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal 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 98-NM-186-AD." The postcard will be date stamped and returned to the commenter.

**Availability of NPRMs**

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-186-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

**Discussion**

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, 200, 500, and 600 series airplanes. The RLD advises that it has received reports of malfunctions of the tail de-icing system, in which one or more sections of the de-icing boots failed to inflate during icing conditions. The de-icing system did not provide a monitoring capability that would advise the flight crew in the event of a failure of the system. Later, following the installation of a monitoring function in the de-icing system on some airplanes, operators have reported occasional nuisance warnings caused by failure of a pressure switch in the monitoring system. These conditions, if not corrected, could result in undetected failures of the horizontal and vertical stabilizer de-icing system, and consequent reduced controllability of the airplane.

**Explanation of Relevant Service Information**

Fokker has issued Service Bulletins F27/30-44, dated February 20, 1998 (for Model F27 Mark 200, 500, and 600 series airplanes), and SBF50-30-025, Revision 2, dated October 21, 1998 (for Model F27 Mark 050 series airplanes). These service bulletins describe procedures for installation of a dedicated monitoring system for the horizontal and vertical stabilizer de-icing system. Service Bulletin F27/30-44 references Fokker F27 Manual Change Notification (MCNO) F27-004, dated February 10, 1998, and Service Bulletin SBF50-30-25, Revision 2,

references Fokker F50 MCNO F50-001, dated October 23, 1997. These MCNO's describe Airplane Flight Manual (AFM) revisions to be accomplished following installation of the monitoring system. The AFM revisions provide instructions to the flight crew regarding operation of the airplane in the event of a failure of the de-icing system.

Fokker also has issued Service Bulletins F27/30-45 (for Model F27 Mark 200, 500, and 600 series airplanes) and SBF50-30-026 (for Model F27 Mark 050 series airplanes), both dated August 11, 1999. These service bulletins describe procedures for installation of a modified pressure switch in the monitoring system for the horizontal and vertical stabilizer de-icing system.

Accomplishment of the actions specified in the service bulletins is intended to adequately address the identified unsafe condition. The RLD classified these service bulletins as mandatory and issued Dutch airworthiness directives 1998-019/2 and 1997-113/3, both dated June 18, 1999, in order to assure the continued airworthiness of these airplanes in the Netherlands.

**FAA's Conclusions**

These airplane models are manufactured in the Netherlands and 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. 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 Proposed 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, the proposed AD would require accomplishment of the actions specified in the service information described previously. The proposed AD also would require, for certain Model F27 Mark 050 series airplanes, an AFM revision for checks of the de-icing system prior to flights into known or forecast icing conditions.

### Differences Between Proposed Rule and Dutch Airworthiness Directives

The proposed AD would differ from the parallel Dutch airworthiness directives in that it would not require a revision to the Master Minimum Equipment List (MMEL) to allow dispatch with the monitoring system of the tail de-icing system deactivated, but would require installation of the modified pressure switch within 18 months after the effective date of the AD. Due to concerns of an insufficient quantity of modified pressure switches, the Dutch airworthiness directives specify amendment of the MMEL for deactivation of the de-icing monitoring system if the existing pressure switches fail, and specify installation of the modified switches "within 10 days after they become available." However, after further discussion with the manufacturer, the FAA has been advised that an adequate number of modified pressure switches will be available to support installation within an 18-month compliance time. The FAA has determined that requiring the concurrent installation of the de-icing monitoring system and the modified pressure switches is appropriate to address the identified unsafe condition.

### Cost Impact

The FAA estimates that 37 airplanes of U.S. registry would be affected by this proposed AD.

It would take approximately 1 work hour per airplane to accomplish the proposed AFM revision for operation of the airplane in the event of a failure of the de-icing system, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of this proposed AFM revision on U.S. operators is estimated to be \$2,220, or \$60 per airplane.

It would take approximately 125 work hours per airplane to accomplish the proposed installations, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$11,000 per airplane. Based on these figures, the cost impact of the proposed installations on U.S. operators is estimated to be \$684,500, or \$18,500 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.

None of the Model F27 Mark 050 series airplanes affected by this action are on the U.S. Register. Should an affected airplane be imported and

placed on the U.S. Register in the future, it would take approximately 1 work hour per airplane to accomplish the proposed AFM revision for checks of the de-icing system, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of this proposed AFM revision on U.S. operators is estimated to be \$60 per airplane.

### Regulatory Impact

The regulations proposed herein 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. Therefore, it is determined that this proposal would not have federalism implications under Executive Order 13132.

For the reasons discussed above, I certify that this 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) if promulgated, 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 draft regulatory 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, Safety.

### The Proposed Amendment

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

**Fokker Services B.V.:** Docket 98–NM–186–AD.

**Applicability:** Model F27 Mark 050 series airplanes as listed in Fokker Service Bulletin SBF50–30–025, Revision 2, dated October 21,

1998; and Model F27 Mark 200, 500, and 600 series airplanes, serial numbers 10603 through 10692 inclusive; 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 (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, unless accomplished previously.

To prevent undetected failures of the horizontal and vertical stabilizer de-icing system, which could result in reduced controllability of the airplane, accomplish the following:

#### AFM Revision (Mark 050 Airplanes)

(a) For Model F27 Mark 050 series airplanes on which a de-icing distributor valve heating system has not been installed (Reference Fokker Service Bulletin SBF50–30–024): Within 10 days after the effective date of this AD, revise the Limitations and Normal Procedures Sections of the FAA-approved Airplane Flight Manual (AFM) to include the following information. This may be accomplished by inserting a copy of this AD into the AFM.

#### "PRE-FLIGHT INSPECTION PROCEDURE FOR FLIGHTS INTO KNOWN OR FORECAST ICING CONDITIONS

- Cycle the airframe de-icing system twice through the Manual 1 and 2 position during ground operation.
- Visually check the tailplane leading edge de-icing boots for inflation."

#### Installations and AFM Revision (Mark 050 Airplanes)

(b) For Model F27 Mark 050 series airplanes: Within 18 months after the effective date of this AD, accomplish the requirements of paragraphs (b)(1) and (b)(2) of this AD.

(1) Install a monitoring system for the horizontal and vertical stabilizer de-icing system in accordance with Fokker Service Bulletin SBF50–30–025, Revision 2, dated October 21, 1998. Prior to further flight thereafter, revise the FAA-approved AFM to incorporate the flight manual changes described in Fokker Manual Change Notification (MCNO) F50–001, dated October 23, 1997. Following accomplishment of the installation, the AFM revision required by paragraph (a) of this AD may be removed from the AFM.

(2) Install a modified pressure switch in the monitoring system in accordance with Fokker Service Bulletin SBF50–30–026, dated August 11, 1999.

**Installations and AFM Revision (Mark 200, 500, 600 Airplanes)**

(c) For Model F27 Mark 200, 500, and 600 series airplanes: Within 18 months after the effective date of this AD, accomplish the requirements of paragraphs (c)(1) and (c)(2) of this AD.

(1) Install a monitoring system for the horizontal and vertical stabilizer de-icing system in accordance with Fokker Service Bulletin F27/30-44, dated February 20, 1998. Prior to further flight thereafter, revise the FAA-approved AFM to incorporate the flight manual changes described in Fokker MCNO F27-004, dated February 10, 1998.

(2) Install a modified pressure switch in the monitoring system in accordance with Fokker Service Bulletin F27/30-45, dated August 11, 1999.

**Alternative Methods 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, 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**

(e) 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.

**Note 3:** The subject of this AD is addressed in Dutch airworthiness directives 1998-019/2, and 1997-113/3, both dated June 18, 1999.

Issued in Renton, Washington, on December 28, 1999.

**D.L. Riggins,**

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

[FR Doc. 00-47 Filed 1-3-00; 8:45 am]

BILLING CODE 4910-13-U

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

[Docket No. 98-NM-211-AD]

RIN 2120-AA64

**Airworthiness Directives; Airbus Model A300, A310, and A300-600 Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Airbus Model A300, A310, and A300-600 series airplanes. This proposal would require repetitive eddy current inspections to detect cracking on the door edge frames of the fuselage bulk cargo compartment, and repair, if necessary. This proposal is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by the proposed AD are intended to detect and correct cracks in the door edge frames of the fuselage bulk cargo compartment, which could result in reduced structural integrity of the airframe.

**DATES:** Comments must be received by February 3, 2000.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-211-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**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:****Comments Invited**

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal 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 98-NM-211-AD." The postcard will be date stamped and returned to the commenter.

**Availability of NPRMs**

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-211-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

**Discussion**

The Direction Generale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, notified the FAA that an unsafe condition may exist on certain Airbus Model A300, A310, and A300-600 series airplanes. The DGAC advises that, during routine maintenance on a Model A300 series airplane, stress corrosion induced cracks were found in door edge frames FR67 and FR69 of the bulk cargo compartment between stringers 33 and 48 (right-hand side). This condition, if not corrected, could result in reduced structural integrity of the airframe.

The subject door edge frames on Airbus Model A310 and A300-600 series airplanes are identical to those on the affected Airbus Model A300 series airplanes. Therefore, all of these airplanes may be subject to the same unsafe condition.

**Explanation of Relevant Service Information**

Airbus has issued Service Bulletins A300-53-0339, Revision 1, dated July 28, 1998, including Appendix 01 (for Model A300 series airplanes); A310-53-2106 (for Model A310 series airplanes), dated October 2, 1997, including Appendix 01; and A300-53-6114, dated October 2, 1997, including Appendix 01 (for Model A300-600 series airplanes). These service bulletins describe procedures for a one-time eddy current inspection to detect cracks in the door edge frames of the bulk cargo compartment, and repair of the door edge frame, if necessary. The service bulletins also describe procedures for reporting the results of the inspection to