

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

[Docket No. 89-NM-134-AD]

RIN 2120-AA64

Airworthiness Directives; Airbus Industrie Model A300, A310, and A300-600 Series Airplanes**AGENCY:** Federal Aviation Administration, DOT.**ACTION:** Proposed rule; withdrawal.

SUMMARY: This action withdraws a notice of proposed rulemaking (NPRM) that proposes the superseding of an existing airworthiness directive (AD), applicable to certain Airbus Model A300 series airplanes, that currently requires certain changes to the procedures in the airplane flight manual related to operation of the emergency lighting system. The NPRM also proposes to require a modification of the emergency lighting system, which would constitute terminating action for the AFM changes. In addition, the NPRM proposed to expand the applicability to include all A300, A310, and A300-600 series airplanes. Since the issuance of the NPRM, the Federal Aviation Administration (FAA) has issued separate rulemaking that proposes to require, among other things, the same actions described above. Accordingly, the proposed rule is withdrawn.

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

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add a new airworthiness directive (AD), applicable to all Airbus Model A300, A310, and A300-600 series airplanes, was published in the **Federal Register** as a Notice of Proposed Rulemaking (NPRM) on September 11, 1989 (54 FR 37470) (hereinafter referred to as "the original NPRM"). The original NPRM would have superseded an existing airworthiness directive (AD), applicable only to Model A300 series airplanes, that requires certain changes to the procedures in the FAA-approved Airplane Flight Manual (AFM) related to operation of the emergency lighting system. The original NPRM also would have required a modification of the emergency lighting system, which

would constitute terminating action for the AFM changes. The original NPRM also would have expanded the applicability to include all Model A300, A310, and A300-600 series airplanes. The original NPRM was prompted by flight crew reports that the Floor Proximity Emergency Escape Path Marking System (FPEEPMS), which is part of the airplane's emergency lighting system, did not illuminate automatically with loss of AC power. The proposed actions were intended to prevent lack of FPEEPMS lighting for evacuation in an emergency situation.

Actions That Occurred Since the NPRM Was Issued

Since the issuance of the original NPRM, the FAA has issued separate rulemaking that proposes to include, among other things, the actions contained in the original NPRM. (That separate rulemaking is a new NPRM, Rules Docket 98-NM-205-AD, published in the **Federal Register** on September 13, 1999 (64 FR 49420)).

FAA's Conclusions

Because the separate rulemaking now incorporates, as part of its proposed required actions, the same actions that were proposed in the original NPRM, the FAA has determined that the original NPRM is unnecessary. Accordingly, the proposed rule is hereby withdrawn.

Withdrawal of this notice of proposed rulemaking constitutes only such action, and does not preclude the agency from issuing another notice in the future, nor does it commit the agency to any course of action in the future.

Regulatory Impact

Since this action only withdraws a notice of proposed rulemaking, it is neither a proposed nor a final rule and therefore is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Withdrawal

Accordingly, the notice of proposed rulemaking, Docket 89-NM-134-AD, published in the **Federal Register** on September 11, 1989 (54 FR 37470), is withdrawn.

Issued in Renton, Washington, on November 2, 1999.

D.L. Riggan,*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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

[Docket No. 98-NM-224-AD]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F28 Mark 0070, 0100, 1000, 2000, 3000, and 4000 Series Airplanes**AGENCY:** Federal Aviation Administration, DOT.**ACTION:** Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to all Fokker Model F28 Mark 0070, 0100, 1000, 2000, 3000, and 4000 series airplanes, that currently requires a revision to the Airplane Flight Manual (AFM) that prohibits takeoff in certain icing conditions unless either a tactile inspection is performed or specific takeoff procedures are followed. That action was prompted by reports of several accidents in which Fokker Model F28 series airplanes lost aerodynamic lift when attempting takeoff with ice contamination on their wings. This action would add a requirement, for certain airplanes, for modification of the wing leading edge ice protection system to include on-ground wing ice protection, and a new revision to the AFM. This proposal is prompted by the development of a modification which introduces a wing anti-icing system that will operate on the ground as well as in flight. The actions specified by the proposed AD are intended to prevent degradation of aerodynamic lift during takeoff when icing conditions exist, which could result in reduced controllability of the airplane.

DATES: Comments must be received by December 8, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-224-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this