

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:

**2000-04-26 Alexander Schleicher GMBH & CO. Segelflugzeugbau:** Amendment 39-11609; Docket No. 99-CE-70-AD.

**Applicability:** Model ASW-27 sailplanes, serial numbers 27002 through 27104, certificated in any category.

**Note 1:** This AD applies to each sailplane 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 sailplanes 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 in the body of this AD, unless already accomplished.

To detect interference in the elevator control circuit, which, if not corrected, could result in the elevator control jamming with possible loss of control of the sailplane, accomplish the following:

(a) Within the next 90 calendar days after the effective date of this AD, inspect the elevator control circuit clearance inside the fuselage tail boom to the fin intersection to assure a clearance of at least 2.5 millimeters (mm) ( $\frac{1}{10}$ -inch wide). Prior to further flight, adjust any clearance that does not meet the criteria. Accomplish these actions in accordance with the Action section of Alexander Schleicher Technical Note No. 5, dated July 16, 1999.

(b) 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 sailplane

to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 901 Locust, Room 301, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(d) Questions or technical information related to Alexander Schleicher Technical Note No. 5, dated July 16, 1999, should be directed to Alexander Schleicher GmbH & Co. Segelflugzeugbau, D-36163 Poppenhausen, Federal Republic of Germany; telephone: ++ 49.6658.89-0; facsimile: ++ 49.6658.89-40. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

(e) The inspection and modification required by this AD shall be done in accordance with Alexander Schleicher Technical Note No. 5, dated July 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 Alexander Schleicher GmbH & Co. Segelflugzeugbau, D-36163 Poppenhausen, Federal Republic of Germany. 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.

**Note 3:** The subject of this AD is addressed in German AD 1999-283, Effective Date: September 9, 1999.

(f) This amendment becomes effective on April 25, 2000.

Issued in Kansas City, Missouri, on February 25, 2000.

**Michael Gallagher,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 00-5134 Filed 3-7-00; 8:45 am]

**BILLING CODE 4910-13-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-NM-186-AD; Amendment 39-11611; AD 2000-05-02]

RIN 2120-AA64

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

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F27 Mark 050, 200, 500, and 600 series airplanes, that requires 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:** Effective April 12, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 12, 2000.

**ADDRESSES:** 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 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:

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:** 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 certain Fokker Model F27 Mark 050, 200, 500, and 600 series airplanes was published in the **Federal Register** on January 4, 2000 (65 FR 251). That action proposed to require installation of certain components, and revisions of the Airplane Flight Manual (AFM).

## Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

## Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

## Cost Impact

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

It will take approximately 1 work hour per airplane to accomplish the required. 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 required AFM revision on U.S. operators is estimated to be \$2,220, or \$60 per airplane.

It will take approximately 125 work hours per airplane to accomplish the required installations, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$11,000 per airplane. Based on these figures, the cost impact of the required 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 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 will take approximately 1 work hour per airplane to accomplish the required 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 required AFM revision on U.S. operators is estimated to be \$60 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 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 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:

#### 2000-05-02 Fokker Services B.V.

Amendment 39-11611. 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.

**Incorporation by Reference**

(f) Except as provided by paragraph (a) of this AD, the actions shall be done in accordance with the following Fokker service bulletins, including Fokker manual change notifications, as applicable, which contain the following specified effective pages:

Document referenced and date	Page No.	Revision level shown on page	Date shown on page
SBF50-30-025, Revision 2, Oct. 21, 1998 .....	1-3, 14, 15, 17-19 ....	2 .....	Oct. 21, 1998.
	4-13, 16, 22-25, 27-41, 43-45.	Original .....	Oct. 31, 1997.
	20, 21, 26, 42 .....	1 .....	June 10, 1998.
<b>Manual Change Notification MCNO F50-001</b>			
SBF27/30-44, February 20, 1998 .....	1 .....	Original .....	Oct. 23, 1997.
	1-31 .....	Original .....	Feb. 20, 1998.
<b>Manual Change Notification MCNM F27-003</b>			
	1-5 .....	Original .....	Dec. 10, 1997.
<b>Manual Change Notification MCNO F27-004</b>			
SBF50-30-026, Aug. 11, 1999 .....	1-2 .....	Original .....	Feb. 10, 1998.
	1-10 .....	Original .....	Aug. 11, 1999.
	F27/30-45, August 11, 1999 .....	1-12 .....	Original .....

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 1998-019/2, and 1997-113/3, both dated June 18, 1999.

(g) This amendment becomes effective on April 12, 2000.

Issued in Renton, Washington, on February 29, 2000.

**Donald L. Rigglin,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 00-5334 Filed 3-7-00; 8:45 am]

**BILLING CODE 4910-13-U**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 99-NM-241-AD; Amendment 39-11613; AD 2000-05-04]

**RIN 2120-AA64**

**Airworthiness Directives; Airbus Model A330 and A340 Series Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A330 and A340 series airplanes, that requires repetitive inspections to detect cracking of the fuselage skin in the area of the VHF2 antenna, and repair, if necessary. This amendment also provides for optional terminating action for the repetitive inspections. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil

airworthiness authority. The actions specified by this AD are intended to detect and correct such cracking, which could result in cabin depressurization of the airplane.

**DATES:** Effective April 12, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 12, 2000.

**ADDRESSES:** The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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:** Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601