

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To prevent the elevator drive bellcrank from being installed backwards, which could result in an incorrect rigging of the elevator flight control with potential reduced or loss of control of the sailplane, accomplish the following:

(a) Within the next 3 calendar months after the effective date of this AD, paint (using a contrasting color, i.e., red paint) the elevator drive mechanism to prevent the elevator drive bellcrank from being inadvertently installed backwards. Accomplish this action in accordance with the Work Procedure section, including Figure 1, of LET Mandatory Bulletin No. L13.082a, dated December 10, 1998.

(b) As of the effective date of this AD, no person may install, on any affected sailplane, an elevator drive bellcrank where the following has not been accomplished:

(1) The elevator bellcrank inspected to assure that it is not installed backwards; and

(2) The elevator drive bellcrank painted as required by paragraph (a) of this AD.

(c) 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.

(d) 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, 1201 Walnut, suite 900, 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.

(e) Questions or technical information related to LET Mandatory Bulletin No. L13/082a, dated December 10, 1998, should be directed to LET Aeronautical Works, Kunovice 686 04, Czech Republic; telephone: +420 632 55 44 96; facsimile: +420 632 611 26. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Note 3: The subject of this AD is addressed in Czech Republic AD Number: CAA-AD-4-099/98, dated December 30, 1998.

Issued in Kansas City, Missouri, on June 4, 1999.

Marvin R. Nuss,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-14935 Filed 6-11-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-47-AD]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 737-100, -200, -300, -400, and -500 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 Boeing Model 737-100, -200, -300, -400, and -500 series airplanes. For certain airplanes, this proposal would require installation of a transient suppression diode in the wiring circuit of the refueling valve-to-float switch of each fuel tank. For certain other airplanes, this proposal would require replacement of the existing transient suppression diode with an improved diode. This proposal also would require a functional test to verify proper installation of each diode, and corrective action, if necessary. This proposal is prompted by incidents of electrical fire during fueling of the airplane, due to a short circuit and overheating of a transient suppression diode. The actions specified by the proposed AD are intended to prevent such conditions, which could result in electrical arcing and ignition of fuel vapors at the refueling receptacle for the fuel tanks, and consequent fire during airplane fueling.

DATES: Comments must be received by July 29, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-47-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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Dorr Anderson, Aerospace Engineer,

Propulsion Branch, ANM-140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2684; fax (425) 227-1181.

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 99-NM-47-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. 99-NM-47-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The FAA has received reports indicating that electrical fires have been detected during fueling of two Boeing Model 737 series airplanes. The affected airplanes have transient suppression diodes installed in the wiring circuit of the refueling valve-to-float switch of the fuel tanks to prevent electrical transients from entering the fuel tanks.

Investigation revealed that a short circuit in the transient suppression diode of the number 1 fuel tank caused electrical arcing, and consequent fire. The diode is located 17 inches from the P15 pressure fueling panel. In the event

of a short circuit of a transient suppression diode and consequent electrical fire, the proximity of the diode to the pressure fueling panel could result in ignition of fuel vapors at the fueling receptacle during fueling. The fuel valve circuit, of which the diode is part, is powered only during pressure fueling on the ground; therefore, the diode is most likely to short circuit and overheat during airplane fueling.

Inspection of production diodes by the manufacturer revealed that the manufacturing process may be the cause of the failure of the diodes during normal operation of the airplane. The failures appear to be caused by stresses on the internal leads and end caps of the diode by the placement of the wire crimps next to the glass body of the diode. The manufacturer replaced the deficient diodes with improved diodes during production of Model 737 series airplanes having line numbers 3017 and subsequent.

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Service Bulletin 737-28-1115, dated March 4, 1999, which describes procedures for installation of a transient suppression diode in the wiring circuit of the refueling valve-to-float switch of each fuel tank on certain airplanes, and replacement of the existing transient suppression diode with an improved diode, on certain other airplanes. The service bulletin also describes procedures for a functional test to verify proper installation of each diode. Accomplishment of the actions specified in the service bulletin is intended to adequately address the identified unsafe condition.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require accomplishment of the actions specified in the service bulletin described previously, except as discussed below.

Differences Between Proposed Rule and Service Bulletin

Operators should note that, although the service bulletin recommends installation of the improved diodes as soon as manpower and materials are available, the FAA has determined that a 12-month compliance time would address the identified unsafe condition in a timely manner. In developing an appropriate compliance time for this AD, the FAA considered not only the

manufacturer's recommendation, but the degree of urgency associated with addressing the subject unsafe condition, the average utilization of the affected fleet, and the time necessary to perform the modification. In light of all of these factors, the FAA finds a 12-month compliance time for completion of the proposed replacement to be warranted, in that it represents an appropriate interval of time allowable for affected airplanes to continue to operate without compromising safety.

Operators also should note that, although the service bulletin does not specify corrective action if any discrepancy is detected during the functional test of the transient suppression diode, this proposal would require replacement of the discrepant diode to be accomplished in accordance with the procedures specified in the service bulletin.

Cost Impact

There are approximately 2,897 airplanes of the affected design in the worldwide fleet. The FAA estimates that 1,126 airplanes of U.S. registry would be affected by this proposed AD.

For all airplanes, it would take approximately 7 work hours per airplane to accomplish the proposed replacement or installation (as applicable), and the functional test to verify proper installation, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$50 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$529,220, or \$470 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-47-AD.

Applicability: Model 737-100, -200, -300, -400, and -500 series airplanes, line numbers 1 through 3016 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 (e) 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 a short circuit and overheating of the transient suppression diode, which could result in electrical arcing and ignition of fuel vapors at the fueling receptacle for the fuel tanks, and consequent fire during airplane fueling, accomplish the following:

Corrective Action

(a) For Group 1 airplanes, as identified in Boeing Service Bulletin 737-28-1115, dated March 4, 1999: Within 12 months after the

effective date of this AD, install a transient suppression diode, part number (P/N) 69-58806-4, in the wire bundle (W264) of the refueling valve-to-float switch of each fuel tank, in accordance with the service bulletin.

(b) For Groups 2, 3, and 4 airplanes, as identified in Boeing Service Bulletin 737-28-1115, dated March 4, 1999: Within 12 months after the effective date of this AD, replace the existing transient suppression diode, P/N 69-58806-1 or 69-58806-3, installed in the wire bundle (W264) of the refueling valve-to-float switch of each fuel tank, with an improved diode, P/N 69-58806-4, in accordance with the service bulletin.

(c) Prior to further flight following accomplishment of the actions required by paragraph (a) or (b) of this AD, perform a functional test to verify proper installation of each diode in accordance with Boeing Service Bulletin 737-28-1115, dated March 4, 1999. If any discrepancy is detected during any functional test, prior to further flight, replace the discrepant diode and repeat the functional test, in accordance with the service bulletin.

Spares Paragraph

(d) As of the effective date of this AD, no person shall install a transient suppression diode having P/N 69-58806-1 or 69-58806-3 on any airplane.

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 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

(f) Special flight permits may be issued in accordance with §§ 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 June 7, 1999.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 99-14934 Filed 6-11-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-231-AD]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 767 Series Airplanes Equipped With General Electric CF6-80C2 Series Engines

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 certain Boeing Model 767 series airplanes, that currently requires tests, inspections, and adjustments of the thrust reverser system. That AD also requires installation of a terminating modification, and repetitive follow-on actions. This action would reduce the repetitive intervals for the follow-on actions. This proposal is prompted by reports indicating that several center drive units (CDU's) were returned to the manufacturer of the CDU's because of low holding torque of the CDU cone brake. The actions specified by the proposed AD are intended to ensure the integrity of the fail safe features of the thrust reverser system by preventing possible failure modes in the thrust reverser control system that can result in inadvertent deployment of a thrust reverser during flight.

DATES: Comments must be received by July 29, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-231-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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Holly Thorson, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind

Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1357; fax (425) 227-1181.

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-231-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-231-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On June 22, 1995, the FAA issued AD 95-13-12, amendment 39-9292 (60 FR 36976, July 19, 1995), as revised by AD 95-13-12 R1, amendment 39-9528 (61 FR 9092, March 7, 1996), applicable to certain Boeing Model 767 series airplanes, to require tests, inspections, and adjustments of the thrust reverser system. That AD also requires installation of a terminating modification, and repetitive operational checks of the electro-mechanical brake and the cone brake of the center drive unit (CDU) following accomplishment of the modification. That action was prompted by the identification of a modification that ensures that the level of safety inherent in the original type