

thereafter at intervals not to exceed 330 flight hours or 7 months, whichever occurs first.

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. 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 3: 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 §§ 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 4: The subject of this AD is addressed in French airworthiness directives 1999-038-008(B), dated January 27, 1999 (for Falcon 2000 series airplanes); and 1999-082-024(B) dated February 24, 1999 (for Falcon 900 and Mystere Falcon 900EX series airplanes).

(f) This amendment becomes effective on August 11, 1999.

Issued in Renton, Washington, on June 29, 1999.

D.L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-17061 Filed 7-6-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-112-AD; Amendment 39-11215; AD 99-08-02 R1]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 747 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This amendment corrects and clarifies an existing airworthiness directive (AD), applicable to certain Boeing Model 747 series airplanes, that currently requires a one-time inspection to detect discrepancies of the center fuel tank wiring and components, and corrective action, if necessary; and a one-time electrical bonding test of the center fuel tank components, and rework, if necessary. For certain

airplanes, the existing AD also requires a one-time insulation resistance test and a one-time inspection to detect discrepancies of the wiring and components of the fuel quantity indication system (FQIS), and corrective actions, if necessary; replacement of certain FQIS probes with certain newer probes; a system adjustment and system operational test; and modification (installation of a flame arrestor) of the inlet line of the scavenge pump of the center fuel tank. This amendment corrects an inadvertent omission to reference a specific section of the appropriate service information, and clarifies certain other requirements. This amendment is prompted by a comment received subsequent to issuance of the existing final rule, requesting clarification of certain requirements of the existing AD. The actions specified in this AD are intended to prevent ignition sources and consequent fire/explosion in the center fuel tank.

DATES: Effective May 11, 1999.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of May 11, 1999 (64 FR 16625, April 6, 1999).

FOR FURTHER INFORMATION CONTACT:

Dionne Stanley, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2250; fax (425) 227-1181.

SUPPLEMENTARY INFORMATION: On March 29, 1999, the FAA issued AD 99-08-02, amendment 39-11106 (64 FR 16625, April 6, 1999), applicable to certain Boeing Model 747 series airplanes, to require a one-time visual inspection to detect discrepancies of the center fuel tank wiring and components, and corrective action, if necessary; and a one-time electrical bonding test of the center fuel tank components, and rework, if necessary. For certain airplanes, that AD also requires a one-time insulation resistance test and a one-time visual inspection to detect discrepancies of the wiring and components of the fuel quantity indication system (FQIS), and corrective actions, if necessary; replacement of certain FQIS probes with certain newer probes; a system adjustment and system operational test; and modification (installation of a flame arrestor) of the inlet line of the scavenge pump of the center fuel tank. That action was prompted by design review and testing results obtained in support of an

accident investigation. The actions required by that AD are intended to prevent ignition sources and consequent fire/explosion in the center fuel tank.

Actions Since Issuance of AD 99-08-02

Since the issuance of AD 99-08-02, the FAA has become aware of certain errors in Boeing Alert Service Bulletin 747-28A2208, dated May 14, 1998. That service bulletin is cited as the source of service information for paragraph (b) of that AD, which requires replacement of "series 3" (or earlier series) FQIS probes with new "series 4" (or subsequent series) probes. The term "probes," as used in the AD, applies generically to either "tank units" or "compensators." The intent of the requirement of AD 99-08-02 to replace "series 3" (or earlier series) FQIS probes is to purge the Boeing Model 747 fleet of those FQIS probes (both tank units and compensators) that utilize a knurled surface terminal block, which contribute to the chafing problem.

The Background and Reason sections of Alert Service Bulletin 747-28A2208 state that "series 3" or earlier FQIS tank units and compensators have a knurled surface. With respect to the tank units, Figure 5 of the Accomplishment Instructions of that alert service bulletin recommends replacement of "series 3" (or earlier) configurations with "series 4" (or later) configurations. However, with respect to the compensators, Figure 5 recommends removal of series 1, 2, 3, 4, 11, 12, 13, or 14 configurations of certain compensator part numbers and replacement with series 1, 5, 6, 15, or 16 of certain other compensator part numbers. Because of inconsistencies in Alert Service Bulletin 747-28A2208 that were included in AD 99-08-02, paragraph (b) of this AD has been revised to clarify that the replacement of FQIS probes (tank units and compensators) with new or serviceable components be accomplished in accordance with Figure 5 of the alert service bulletin.

Clarification of Inspection Types

In paragraphs (a) and (b) of this AD, the FAA has added a definition of the type of inspection required by those paragraphs.

Clarification of Note 2

Clarification of NOTE 2 of AD 99-08-02 may be helpful to operators required to comply with the paragraph (a) of AD 99-08-02. Actions performed in accordance with Boeing Service Bulletin 747-28-2205, dated June 27, 1997, accomplished prior to the effective date of this AD, are considered acceptable for compliance only with the corresponding

applicable actions specified in this AD. This excludes actions that are not described in that bulletin, such as inspection and testing of the body fuel tank components that are described in Revision 1 of Boeing Service Bulletin 747-28-2205. Additionally, the requirements of this AD to repair and to replace apply equally to discrepancies detected under either version of Boeing Service Bulletin 747-28-2205. NOTE 2 of this AD has been revised accordingly.

Clarification of Note 3

Airplanes affected by paragraph (b) of AD 99-08-02 include only certain Boeing Model 747-100, -200, -300, -SP, and -SR series airplanes, but no -400 series airplanes. NOTE 3 of that AD exempts airplanes affected by paragraph (b) from accomplishing steps 1, 2, and 4 through 9 in Figure 11 of Boeing Service Bulletin 747-28-2205, Revision 1, dated April 16, 1998 [the source of service information for accomplishment of paragraph (a) of that AD]; the only step required is step 3. However, since the issuance of AD 99-08-02, the FAA has determined that step 3 applies only to Boeing Model 747-400 airplanes—which are not affected by the requirements of paragraph (b). Therefore, step 3 has been included with the steps that are exempt from the requirement to accomplish the inspection in NOTE 3 of this final rule. This change is for clarification purposes only and does not affect the actual implementation of the requirements of that AD.

Clarification of Affected Airplanes for Paragraph (c)

Operators should note that paragraph (c) of AD 99-08-02 identifies certain airplanes by their line “positions.” In the context of the service information cited for paragraph (c), the term “line positions” refers to airplane line numbers, rather than manufacturer’s tracking numbers for production airplanes. To clarify the identity of the affected airplanes, paragraph (c) of this AD identifies those airplanes by line “numbers.”

Clarification of the Applicability of the AD

Although the Summary page of Boeing Service Bulletin 747-28A2208, dated May 14, 1998, does not have the Boeing Model 747-SR listed in the Effectivity section, the Effectivity listing in the text of that service bulletin does list the appropriate applicable airplane identification numbers, which include Boeing Model 747-100, -200, -300, SP, and SR series airplanes. No change to this AD is necessary because paragraph

(b) of the AD requires action for “those airplanes listed in Boeing Alert Service Bulletin 747-28A2208, dated May 14, 1998,” which does include all of the appropriate airplanes. This information is provided for clarification so that no confusion would exist due to the inconsistency identified in the Boeing service bulletin. There is no change to this final rule as a result of this clarification.

Action is taken herein to clarify these requirements of AD 99-08-02 and to correctly add the AD as an amendment to § 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The final rule is being reprinted in its entirety for the convenience of affected operators. The effective date remains May 11, 1999.

Since this action only corrects and clarifies the current requirements, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Correction

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 removing amendment 39-11106 (64 FR 16625, April 4, 1999), and by adding a new airworthiness directive (AD), amendment 39-11215, to read as follows:

99-08-02 R1 Boeing: Amendment 39-11215. Docket 99-NM-112-AD. Revises AD 99-08-02, Amendment 39-11106.

Applicability: Model 747 series airplanes having line numbers 1 through 1124 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)(1) 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 ignition sources and consequent fire/explosion in the center fuel tank, accomplish the following:

Fuel Tank Inspection and Bonding Test

(a) For those airplanes listed in Boeing Service Bulletin 747-28-2205, Revision 1, dated April 16, 1998: Within 24 months after the effective date of this AD, accomplish paragraphs (a)(1) and (a)(2) of this AD, in accordance with the service bulletin.

(1) Perform a one-time visual inspection of the center fuel tank wiring and components to detect discrepancies (damage, disbonding, and incorrect installation). For the purposes of this AD, a visual inspection is considered to be a general visual inspection, which is defined as: “A visual examination of an interior or exterior area, installation or assembly to detect obvious damage, failure or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light and may require removal or opening of access panels or doors. Stands, ladders, or platforms, may be required to gain proximity to the area being checked.” If any discrepancy is detected, prior to further flight, repair the discrepant component, or replace it with a new or serviceable component. And

(2) Perform a one-time electrical bonding test of the center fuel tank components. If any measured resistance exceeds the limits specified by the service bulletin, prior to further flight, rework the discrepant component.

Note 2: Actions performed in accordance with Boeing Service Bulletin 747-28-2205, dated June 27, 1997, accomplished prior to the effective date of this AD, are considered acceptable for compliance only with the corresponding applicable actions specified in this AD. This excludes certain actions that are not described in that bulletin, such as inspection and testing of the body fuel tank components that are described in Revision 1 of Boeing Service Bulletin 747-28-2205. Regardless of which version of the service bulletin is used to detect any discrepancies, the repair and replacement requirements of this AD apply.

Note 3: Airplanes required to accomplish paragraph (b) of this AD are exempt from accomplishing steps 1 through 9 in Figure 11 of Boeing Service Bulletin 747-28-2205, Revision 1, dated April 16, 1998.

FQIS Testing and Probe Replacement

(b) For those airplanes listed in Boeing Alert Service Bulletin 747-28A2208, dated May 14, 1998: Within 24 months after the effective date of this AD, perform a one-time insulation resistance test of the fuel quantity indication system (FQIS), a one-time visual inspection of the FQIS wiring and components to detect discrepancies (chafing

damage to the wiring and incorrect configuration of the terminal blocks), replacement of FQIS probes (tank units and compensators) with new or serviceable components in accordance with Figure 5 of the alert service bulletin, and system adjustment and system operational test; in accordance with the alert service bulletin. For the purposes of this AD, a visual inspection is considered to be a general visual inspection, which is defined as: "A visual examination of an interior or exterior area, installation or assembly to detect obvious damage, failure or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light and may require removal or opening of access panels or doors. Stands, ladders, or platforms, may be required to gain proximity to the area being checked." If any discrepancy is detected, prior to further flight, perform corrective actions in accordance with the alert service bulletin.

Note 4: For airplanes on which steps 1 through 9 in Figure 11 of Boeing Service Bulletin 747-28-2205, dated June 27, 1997, or Revision 1, dated April 16, 1998, were accomplished prior to the effective date of this AD, steps 1 through 6 in Figure 16 of Boeing Alert Service Bulletin 747-28A2208, dated May 14, 1998, are not required.

Flame Arrestor Installation

(c) For airplanes having line numbers 1 through 971 inclusive: Within 24 months after the effective date of this AD, install a flame arrestor in the inlet line of the electrical motor-operated scavenge pump of the center fuel tank, in accordance with Boeing Alert Service Bulletin 747-28A2210, dated May 14, 1998.

Alternative Methods of Compliance

(d)(1) 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, 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.

(d)(2) Alternative methods of compliance, approved previously in accordance with AD 99-08-02, amendment 39-11106, are approved as alternative methods of compliance with paragraph (a) of this AD.

Note 5: 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 §§ 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) The actions shall be done in accordance with Boeing Service Bulletin 747-28-2205, Revision 1, dated April 16, 1998; Boeing

Alert Service Bulletin 747-28A2208, dated May 14, 1998; and Boeing Alert Service Bulletin 747-28A2210, dated May 14, 1998. This incorporation by reference was approved previously by the Director of the Federal Register as of May 11, 1999 (64 FR 16625, April 6, 1999). 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.

(g) The effective date of this amendment remains May 11, 1999.

Issued in Renton, Washington, on June 29, 1999.

D.L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 99-17062 Filed 7-6-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-AAL-2]

Revision of Class E Airspace; Yakutat, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final Rule.

SUMMARY: This action revises Class E airspace at Yakutat, AK. The establishment of three Standard Instrument Approach Procedures (SIAP) to runway (RWY) 02, RWY 11, and RWY 29 at Yakutat, AK, made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Yakutat, AK.

EFFECTIVE DATES: 0901 UTC, September 9, 1999.

FOR FURTHER INFORMATION CONTACT: Robert van Haastert, Operations Branch, AAL-538, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5863; fax: (907) 271-2850; email: Robert.ctr.van-Haastert@faa.dot.gov. Internet address: <http://www.alaska.faa.gov/at> or at address <http://162.58.28.41/at>.

SUPPLEMENTARY INFORMATION:

History

On April 20, 1999, a proposal to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to revise the Class E airspace at Yakutat, AK, was published in the **Federal Register** (64

FR 19312). The proposal was necessary due to the establishment of three SIAP to RWY 02, 11, and 29 at Yakutat, AK.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No public comments to the proposal were received, thus the rule is adopted as written.

The area will be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. The Class E airspace areas designated as airport surface areas are published in paragraph 6002 and the Class E airspace areas designated as 700/1200 foot transition areas are published in paragraph 6005 of FAA Order 7400.9F, *Airspace Designations and Reporting Points*, dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1 (63 FR 50139; September 21, 1998). The Class E airspace designations listed in this document will be revised and published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 revises the Class E airspace at Yakutat, AK, through the establishment of three VOR instrument approaches to RWY 02, 11, and 29. The area will be depicted on aeronautical charts for pilot reference. The intended effect of this action is to provide adequate controlled airspace for IFR operations at Yakutat, AK.

The FAA has determined that these regulations only involve an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore — (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) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows: