

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 reduced structural integrity of the support brackets of the upper wing-to-fuselage fairing, which could result in loss of the wing-to-fuselage fairings during flight, and consequent structural damage to the airplane, accomplish the following:

Initial/Repetitive Inspections

(a) Prior to the accumulation of 5,000 total flight hours or within 1,200 flight hours after the effective date of this AD, whichever occurs later: Perform a detailed visual inspection to detect cracked or broken support brackets of the upper wing-to-fuselage fairings, in accordance with Airbus Service Bulletin A310-53-2078, Revision 1, dated March 24, 1997. Repeat the detailed visual inspection thereafter at intervals not to exceed 2,500 flight hours.

Corrective Action

(b) If any discrepancy is detected during any inspection required by paragraph (a) of this AD, prior to further flight, replace the discrepant support bracket with a new bracket in accordance with Airbus Service Bulletin A310-53-2078, Revision 1, dated March 24, 1997. Repeat the inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 2,500 flight hours.

Terminating Action

(c) Within 2 years after the effective date of this AD, accomplish the requirements of paragraphs (c)(1) and (c)(2) of this AD.

(1) Perform the initial inspection required by paragraph (a) of this AD in accordance with Airbus Service Bulletin A310-53-2078, Revision 1, dated March 24, 1997.

(2) Replace the fairing seals with new, improved seals; modify the fairing panels; and install new bulkheads; in accordance with Airbus Service Bulletin A310-53-2083, Revision 02, dated May 5, 1998.

Accomplishment of these actions constitutes terminating action for the repetitive inspection requirements of this AD.

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 §§ 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 Airbus Service Bulletin A310-53-2078, Revision 1, dated March 24, 1997, and Airbus Service Bulletin A310-53-2083, Revision 02, dated May 5, 1998. 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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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 French airworthiness directives 97-175-228(B) R1 and 98-450-261(B), both dated November 18, 1998.

(g) This amendment becomes effective on September 13, 1999.

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

D.L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-20061 Filed 8-6-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-180-AD; Amendment 39-11243; AD 99-16-08]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 747-400 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Boeing Model 747-400 series airplanes. This action requires repetitive inspections of the doubler on the upper rudder pedal cover to determine whether it is securely bonded to the upper rudder pedal cover, and corrective action, if necessary. For airplanes on which the doubler is securely attached to the upper rudder pedal cover, this AD also

provides for installation of two rivets to retain the doubler, as an optional terminating action for the repetitive inspections. This amendment is prompted by reports that a disbonded doubler interfered with rudder pedal movement. The actions specified in this AD are intended to detect and correct disbonding of the doubler on the upper rudder pedal cover, which could result in restricted rudder pedal movement and reduced controllability of the airplane.

DATES: Effective August 24, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 24, 1999.

Comments for inclusion in the Rules Docket must be received on or before October 8, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-180-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD 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; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: R.C. Jones, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1118; fax (425) 227-1181.

SUPPLEMENTARY INFORMATION: The FAA has received a report indicating that a disbonded doubler on the upper rudder pedal cover interfered with the rudder pedal arm. The loose doubler restricted rudder pedal travel to about one-third of the normal limits. The doubler disbonding may have been caused by a manufacturing problem. This condition, if not corrected, could result in restricted rudder pedal movement and reduced controllability of the airplane.

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Alert Service Bulletin 747-27A2378, dated July 15, 1999, which describes procedures for repetitive inspections of the doubler on the upper rudder pedal cover to determine

whether it is securely bonded to the upper rudder pedal cover. If the doubler is securely attached to the upper rudder pedal cover, the alert service bulletin recommends performing repetitive inspections every 500 flight hours until 2 rivets are installed in the doubler, which provides secondary retention for the doubler and eliminates the need for the repetitive inspections. For airplanes where the doubler is not securely attached to the upper rudder pedal cover, the alert service bulletin recommends removal of the doubler from the upper rudder pedal cover, and corrective action within 10 operating days. One method of corrective action is to repair by bonding a new or serviceable doubler to the upper rudder pedal cover, and installing 2 rivets in the doubler, which eliminates the need for the recommended actions of the alert service bulletin. Another method of corrective action is to replace the upper rudder cover assembly with a modified upper rudder cover assembly that has 2 rivets installed in the doubler on the upper rudder pedal cover. Installation of the modified upper rudder cover assembly eliminates the need for the recommended actions of the alert service bulletin. Accomplishment of the actions specified in the alert service bulletin is intended to adequately address the identified unsafe condition.

Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, this AD is being issued to detect and correct disbonding of the doubler on the upper rudder pedal cover, which could result in restricted rudder pedal movement and reduced controllability of the airplane. This AD requires repetitive inspections of the doubler on the upper rudder pedal cover to determine whether it is securely bonded to the upper rudder pedal cover, and corrective action, if necessary. For airplanes on which the doubler is securely attached to the upper rudder pedal cover, this AD also provides for installation of two rivets to retain the doubler as an optional terminating action for the repetitive inspections. The actions are required to be accomplished in accordance with the alert service bulletin described previously, except as discussed below.

Differences Between This AD and Alert Service Bulletin

Operators should note that the alert service bulletin recommends installation of rivets in the doubler on the upper rudder pedal cover within

5,000 flight hours; however, that action is considered optional in this AD. The FAA is considering further rulemaking action to require installation of rivets in the doubler on the upper rudder pedal cover. However, the planned compliance time to require installation of the rivets is sufficiently long so that prior notice and time for public comment will be practicable.

Determination of Rule's Effective Date

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption ADDRESSES. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 99-NM-180-AD." The postcard will be date stamped and returned to the commenter.

Regulatory Impact

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the 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 the following new airworthiness directive:

99-16-08 Boeing: Amendment 39-11243. Docket 99-NM-180-AD.

Applicability: Model 747-400 series airplanes, as listed in Boeing Alert Service Bulletin 747-27A2378, dated July 15, 1999; 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 detect and correct disbonding of the doubler on the upper rudder pedal cover, which could result in restricted rudder pedal movement and reduced controllability of the airplane, accomplish the following:

Inspection

(a) Within 500 flight hours after the effective date of this AD, perform an inspection of the doubler on the upper rudder pedal cover to determine whether the doubler is securely attached to the upper rudder pedal cover, in accordance with Boeing Alert Service Bulletin 747-27A2378, dated July 15, 1999. If the doubler is securely attached to the upper rudder pedal cover, repeat the inspection at intervals not to exceed 500 flight hours.

Corrective Action

(b) If the doubler is not securely attached to the upper rudder pedal cover during the inspections specified by paragraph (a) of this AD, prior to further flight, remove the doubler from the upper rudder pedal cover in accordance with Boeing Alert Service Bulletin 747-27A2378, dated July 15, 1999. Within 10 operating days after removal of the doubler, accomplish the requirements of paragraph (b)(1) or (b)(2) of this AD, in accordance with the alert service bulletin.

Note 2: Operation of the airplane is allowed for a period of 10 operating days with the doubler removed from the upper rudder pedal cover.

(1) Repair by bonding the doubler to the upper rudder pedal cover and installing 2 rivets in the doubler. This constitutes terminating action for the requirements of this AD.

(2) Replace the upper rudder pedal cover assembly with a modified upper rudder pedal cover assembly having part number 253U3401-15 through -18, as applicable. Such replacement constitutes terminating action for the requirements of this AD.

Spares

(c) As of the effective date of this AD, no person shall install an upper rudder pedal cover assembly having part number 253U3401-7, 253U3401-10, 253U3401-11 or 253U3401-13.

Optional Terminating Action

(d) Installation of 2 rivets in the doubler on the upper rudder pedal cover in accordance with Boeing Alert Service Bulletin 747-27A2378, dated July 15, 1999, constitutes terminating action for the repetitive inspections of paragraph (a) of this AD.

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 3: 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 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

(g) The inspections and repairs shall be done in accordance with Boeing Alert Service Bulletin 747-27A2378, dated July 15, 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 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.

(h) This amendment becomes effective on August 24, 1999.

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

D.L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 99-20060 Filed 8-6-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-61-AD; Amendment 39-11245; AD 99-16-10]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 747-400 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 747-400 series airplanes. This action

requires repetitive inspections of the E-42 satellite communications (SATCOM) rack and fuselage (supporting) structure to detect fatigue cracking of the area surrounding the fastener holes, and to detect broken or missing fasteners; and corrective actions, if necessary. This amendment is prompted by reports indicating that fatigue cracking and broken and/or missing fasteners were found on the E-42 SATCOM equipment rack structure that attaches to the fuselage structure. The actions specified in this AD are intended to detect and repair fatigue cracking of the E-42 SATCOM rack and its supporting structure, which could result in the SATCOM equipment falling from the rack, loss of SATCOM capabilities, injury to passengers, and reduced controllability of the airplane.

DATES: Effective August 24, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 24, 1999.

Comments for inclusion in the Rules Docket must be received on or before October 8, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-61-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Flight Structures Inc., 4407 172nd Street NE, Arlington, Washington 98223. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Jon Mowery, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5322; fax (562) 627-5210.

SUPPLEMENTARY INFORMATION: The FAA has received reports indicating that cracking and broken and/or missing fasteners were found on the E-42 SATCOM equipment rack structure that attaches to the fuselage structure on several Boeing Model 747-300 and -400 series airplanes. Investigation revealed that one of the four stanchions (i.e., a