report required under 10 CFR 50.46 (a)(3)(ii). The public burden for this information collection is estimated to average one-half hour per response. Because the burden for this information collection is insignificant, Office of Management and Budget (OMB) clearance is not required. Existing requirements were approved by the Office of Management and Budget, approval number 3150–0011.

Public Protection Notification

If a means used to impose an information collection does not display a currently valid OMB control number, the NRC may not conduct or sponsor, and a person is not required to respond to, the information collection.

Regulatory Analysis

The Commission has prepared a regulatory analysis on this regulation. Interested persons may examine a copy of the regulatory analysis at the NRC Public Document Room, 2120 L Street NW. (Lower Level), Washington, D.C. Single copies of the analysis are available from Mr. Joseph Donoghue, Office of Nuclear Reactor Regulation, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555–0001, telephone: 301–415–1131, or by Internet electronic mail to JED1@NRC.GOV.

Regulatory Flexibility Certification

As required by the Regulatory Flexibility Act of 1980, 5 U.S.C. 605(b), the Commission certifies that this proposed rule, if adopted, would not have a significant economic impact on a substantial number of small entities. This proposed rule would affect only the licensing and operation of nuclear power plants. The companies that own these plants do not fall within the definition of ''small entities'' found in the Regulatory Flexibility Act or within the size standards established by the NRC in 10 CFR 2.810.

Backfit Analysis

The NRC has determined that the backfit rule in 10 CFR 50.109 does not apply to this proposed rule and that a backfit analysis is not required for this proposed rule because the change does not involve any provisions that would impose backfits as defined in 10 CFR 50.109(a)(1). The proposed rule would establish an alternative approach for ECCS performance evaluations that may be voluntarily adopted by licensees. Licensees may continue to comply with existing requirements in Appendix K. The proposed rule does not impose a new requirement on current licensees and therefore, does not constitute a backfit as defined in 10 CFR 50.109(a)(1).

List of Subjects in 10 CFR Part 50

Antitrust, Classified information, Criminal penalties, Fire protection, Intergovernmental relations, Nuclear power plants and peactors, Radiation protection, Reactor siting criteria, Reporting and recordkeeping requirements.

Accordingly, we propose to amend 10 CFR part 50 as follows:

PART 50—DOMESTIC LICENSING OF PRODUCTION AND UTILIZATION FACILITIES

1. The authority citation for Part 50 continues to read as follows:

Authority: Sections 102, 103, 104, 105, 161, 182, 183, 186, 189, 68 Stat. 936, 937, 938, 948, 953, 954, 955, 956, as amended, sec. 234, 83 Stat. 444, as amended (42 U.S.C. 2132, 2133, 2134, 2135, 2201, 2232, 2233, 2236, 2239, 2282); secs. 201, as amended, 202, 206, 88 Stat. 1242, as amended, 1244, 1246 (42 U.S.C. 5841, 5842, 5846).

Section 50.7 also issued under Pub. L. 95–601, sec. 10, 92 Stat. 2951 (42 U.S.C. 5851). Section 50.10 also issued under secs. 101, 185, 68 Stat. 955, as amended (42 U.S.C. 2131, 2235), sec. 102, Pub. L. 91–190, 83 Stat. 853 (42 U.S.C. 4332). Sections 50.13, 50.54(dd), and 50.103 also issued under sec. 108, 68 Stat. 939, as amended (42 U.S.C. 2138). Sections 50.23, 50.35, 50.55, and 50.56 also issued under sec. 185, 68 Stat. 955 (42 U.S.C. 2235). Sections 50.33a, 50.55a, and Appendix Q also issued under sec. 102, Pub. L. 91–190, 83 Stat. 853 (42 U.S.C. 4332). Sections 50.34 and 50.54 also issued under sec. 204, 88 Stat. 1245 (42 U.S.C. 5844). Sections 50.58, 50.91, and 50.92 also issued under Pub. L. 97–415, 96 Stat. 2073 (42 U.S.C. 2239). Section 50.78 also issued under sec. 122, 68 Stat. 939 (42 U.S.C. 2152). Sections 50.80–50.81 also issued under sec. 184, 68 Stat. 954, as amended (42 U.S.C. 2234). Appendix F also issued under sec. 187, 68 Stat. 955 (42 U.S.C. 2237).

2. Appendix K to Part 50 is amended by revising the introductory paragraph of I. A., ''Sources of heat during the LOCA,'' to read as follows.

Appendix K to Part 50—ECCS Evaluation Models

I. Required and Acceptable Features of the Evaluation Models

A. Sources of heat during the LOCA. For the heat sources listed in paragraphs I. A. 1 to 4 of this appendix it must be assumed that the reactor has been operating continuously at a power level at least 1.02 times the licensed power level (to allow for instrumentation error), with the maximum peaking factor allowed by the technical specifications. An assumed power level lower than the level specified in this paragraph (but not less than the licensed power level) may be used provided the proposed alternative value has been demonstrated to account for uncertainties due to power level instrumentation error. A range of power distribution shapes and peaking factors representing power distributions that may occur over the core lifetime must be studied. The selected combination of power distribution shape and peaking factor should be the one that results in the most severe calculated consequences for the spectrum of postulated breaks and single failures that are analyzed.

* * * * *

Dated at Rockville, Maryland, this 27th day of September, 1999.

For the Nuclear Regulatory Commission.

Kenneth R. Hart,

Acting, Secretary of the Commission.

[FR Doc. 99–25582 Filed 9–30–99; 8:45 am]

BILLING CODE 7590–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99–NM–22–AD]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 747 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 747 series airplanes. This proposal would require repetitive inspections to detect discrepancies of the cables, fittings, and pulleys of the engine thrust control cable installation, and replacement, if necessary. This proposal would also require certain preventative actions on the engine thrust control cable installation for certain airplanes. This proposal is prompted by reports of failure of engine thrust control cables. The actions specified by the proposed AD are intended to prevent such failures, which could result in a severe asymmetric thrust condition during landing, and consequent reduced controllability of the airplane.

DATES: Comments must be received by November 15, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 99–NM–22–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: Dionne M. 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:

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–22–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–22–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

In 1985, the FAA received a report indicating that an engine thrust control cable had failed following application of reverse thrust during landing on a Boeing Model 747–200B series airplane. This failure caused engine number 1 to advance to full forward thrust while engine numbers 2, 3, and 4 remained in full reverse thrust. The airplane exited the runway and eventually slid to a stop with consequent hull damage.

In addition, engine thrust control cables have failed on other Boeing airplane models that have installations similar to those on the Model 747 series airplane. In 1992, the FAA received a report of uncommanded thrust increase of the right engine on a Model 767–200 series airplane during engine start. The FAA recently received two reports of uncommanded throttle lever movement on Model 757–200 series airplanes. In all of these events, subsequent investigation revealed that the engine thrust control cable had severed. Such failure of a thrust control cable could result in a severe asymmetric thrust condition during landing, and consequent reduced controllability of the airplane.

Other Relevant Rulemaking

As a result of the 1985 event and other problems associated with the engine thrust control cable installation, the following AD's were issued to address design deficiencies on Model 747 series airplanes that could potentially result in an engine thrust control cable failure:

- AD 85–25–55, amendment 39–5326 (51 FR 20250, June 4, 1986);
- AD 86–10–10, amendment 39–5318 (51 FR 18571, May 21, 1986);
- AD 89–08–09, amendment 39–6188 (54 FR 14643, April 12, 1989);
- AD 89–19–07, amendment 39–6322 (54 FR 38210, September 15, 1989); and
- AD 93–17–06, amendment 39–8677 (58 FR 45831, August 31, 1993).

In addition, the FAA has issued two NPRM's to address this condition on other Boeing airplane models that have an engine thrust control cable installation similar to the Model 747 series airplane:

- NPRM 98–NM–323–AD (64 FR 7822, February 17, 1999), which applies to certain Model 757–200 series airplanes; and
- NPRM 98–NM–363–AD (64 FR 18386, April 14, 1999), which applies to certain Model 767 series airplanes.

Explanation of Relevant Service Information

The FAA has reviewed and approved the following service bulletins:

- Boeing Service Bulletin 747–76–2019, dated June 9, 1971, describes procedures for modification of the strut bulkhead assembly to enlarge the holes through which the engine thrust control cables pass.
- Boeing Service Bulletin 747–76–2067, Revision 1, dated November 19, 1987, describes procedures for a one-time inspection of the nacelle strut idler pulleys to determine the type of pulleys installed, and replacement of any aluminum-type pulleys with phenolic-type pulleys. The service bulletin also describes procedures for a detailed inspection to detect wear of the engine thrust control cables in any area where aluminum-type pulleys are installed, and replacement of the cables, if necessary.
- Boeing Service Bulletin 747–76A2068, Revision 3, dated August 22, 1991; including Notice of Status Change 747–76A2068 NSC 2, dated December 12, 1991; describes procedures for repetitive inspections of aluminum pulley bracket assemblies and adjacent support structure to detect cracking, and replacement of damaged parts, if necessary. The service bulletin also describes procedures for replacement of aluminum idler pulley brackets with steel brackets. Such replacement would eliminate the need for the repetitive inspections.
- Boeing Alert Service Bulletin 747–76A2073, Revision 1, dated July 28, 1988, describes procedures for a detailed inspection of the engine thrust control cables and pulley mounting bracket screws in the area aft and above main entry door number 2 on the left and right sides of the airplane to detect wear, and replacement of the cable, if necessary. The alert service bulletin also describes procedures for a modification of the pulley mounting bracket.
- Boeing Service Bulletin 747–53–2327, Revision 2, dated September 24, 1998, describes procedures for repetitive inspections of certain upper deck floor beams to detect cracking, and repair of any cracks found or reinforcement of those floor beams. The service bulletin also describes procedures for a detailed inspection to measure the clearance between the engine thrust control cables and the cable penetration holes in that area, and modification of the holes or replacement of the plate, if necessary.

Accomplishment of the actions specified in the service bulletins described previously, and the repetitive inspections specified in this proposed AD, 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 repetitive inspections to detect discrepancies of the cables, fittings, and pulleys, and replacement of discrepant parts. This proposal would also require certain preventative actions on the engine thrust control cable installation for certain airplanes. The actions would be required to be accomplished in accordance with the procedure included in Appendix 1. of this proposed AD, the airplane maintenance manual, and the service bulletins described previously, except as discussed below.

Differences Between Proposed Rule and Service Bulletins

Operators should note that this proposed AD would require all of the specified actions to be accomplished within 18 months after the effective date of this AD. The service bulletins recommend that these actions should be accomplished at various times, mostly ''at the earliest opportunity where manpower and facilities are available.'' In developing an appropriate compliance time for the proposed actions, the FAA considered not only the degree of urgency associated with addressing the subject unsafe condition, but also the number of proposed requirements and the availability of required parts. The FAA has determined that 18 months represents an appropriate interval of time allowable wherein all of these actions can be accomplished during scheduled airplane maintenance and an ample number of required parts will be available for modification of the U.S. fleet within the proposed compliance period. The FAA also finds that such a compliance time will not adversely affect the safety of the affected airplanes.

Operators should note that Boeing Service Bulletin 747–76–2067 specifies that the inspection to detect wear of the control cables described by that service bulletin may be accomplished in accordance with an ''operator's comparable procedure.'' However, this proposed AD specifies that the inspection be accomplished in accordance with the procedures specified in Chapter 20–21–03 of the Boeing 747 Maintenance Manual. An ''operator's comparable procedure'' may be used only if approved as an alternative method of compliance in accordance with paragraph (h) of this AD.

Operators also should note that Boeing Service Bulletin 747–76–2067 applies to certain Model 747 series airplanes equipped with Pratt & Whitney Model JT9D–70A engines or General Electric Model CF6 series engines. However, paragraph (c) of this proposed AD would apply only to Model 747 series airplanes equipped with General Electric Model CF6 series engines identified in the service bulletin. The engine thrust control cable installation is different on Model 747 series airplanes equipped with Pratt & Whitney Model JT9D–70A engines, and the unsafe condition discussed previously does not exist on those airplanes.

Boeing Service Bulletin 747–76A2068 describes procedures for repetitive inspections of aluminum pulley bracket assemblies and adjacent support structure to detect cracking, and replacement of damaged parts, if necessary, as well as procedures for replacement of aluminum idler pulley brackets with steel brackets. This proposed AD would require only the replacement of aluminum idler pulley brackets with steel brackets. Mandating this terminating action is based on the FAA's determination that, in this case, long-term continued operational safety would be better assured by a modification to remove the source of the problem, rather than by repetitive inspections.

Although Boeing Alert Service Bulletin 747–76A2073 describes procedures for a detailed inspection of the engine thrust control cables and pulley mounting bracket screw in the area aft and above main entry door number 2 on the left and right sides of the airplane to detect wear, this AD proposes only to mandate the detailed inspection of the engine thrust control cables in that area, and replacement of the cable, if necessary; and the modification of the pulley mounting bracket. The alert service bulletin also provides the option to modify the bracket within 750 hours of the detailed inspection whereas this AD would require both actions to be accomplished at the same time.

Operators also should note that, although Boeing Service Bulletin 747–53–2327 also describes procedures for inspection of certain upper deck floor beams, and repair of any cracks found or reinforcement of those floor beams, as applicable, this AD proposes to mandate only the detailed inspection to measure the clearance between the engine thrust control cables and the cable penetration holes in that area. The inspection, repair, and reinforcement of certain upper deck floor beams are mandated by AD 92–24–07, amendment 39–8412 (57 FR 53436, November 10, 1992). The detailed inspection to measure the clearance between the engine thrust control cables and the cable penetration holes was incorporated into the service bulletin after AD 92–24–07 was issued. Therefore, the FAA is proposing to mandate that part of the service bulletin in this AD. In addition, for airplanes on which insufficient clearance is measured, the proposed AD adds an additional inspection of the cable for wear in that area, and would require replacement of the cable, if necessary.

Cost Impact

There are approximately 624 airplanes of the affected design in the worldwide fleet. The FAA estimates that 182 airplanes of U.S. registry would be affected by this proposed AD.

It would take approximately 3 work hours per airplane to accomplish the proposed inspection to verify the engine thrust control cable integrity, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of this proposed inspection on U.S. operators is estimated to be $32,760, or $180 per airplane, per inspection cycle.

For airplanes identified in Boeing Service Bulletin 747–76–2019 (30 U.S.-registered airplanes), it would take approximately 4 work hours per airplane to accomplish the proposed modification, at an average labor rate of $60 per work hour. No parts are required. Based on these figures, the cost impact of this proposed modification on U.S. operators is estimated to be $7,200, or $240 per airplane.

For airplanes identified in Boeing Service Bulletin 747–76–2067, Revision 1 (12 U.S.-registered airplanes), it would take approximately 6 work hours per airplane to accomplish the proposed inspection of the nacelle strut idler pulleys, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of this proposed one-time inspection on U.S. operators is estimated to be $4,320, or $360 per airplane.

For airplanes identified in Boeing Service Bulletin 747–76A2068, Revision 3 (4 U.S.-registered airplanes), it would take approximately 16 work hours per airplane to accomplish the proposed replacement, at an average labor rate of $60 per work hour.

Required parts would cost approximately $2,000 per airplane. Based on these figures, the cost impact of this proposed replacement on U.S. operators is estimated to be $11,840, or $2,960 per airplane.

For airplanes identified in Boeing Alert Service Bulletin 747–76A2073, Revision 1 (12 U.S.-registered airplanes), it would take approximately 4 work hours per airplane to accomplish the proposed action, at an average labor rate of $60 per work hour. The cost of required parts would be minimal. Based

on these figures, the cost impact of this proposed action on U.S. operators is estimated to be $2,880, or $240 per airplane.

Currently, there are no airplanes identified in Boeing Service Bulletin 747–53–2327, Revision 2, and subject to this AD, on the U.S. Register. However, should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately 1 work hour to accomplish this proposed inspection, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of this one-time inspection would be $60 per airplane.

The cost impact figures discussed above are 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–22–AD.

Applicability: Model 747–100, –100B, –100B SUD, –200B, –200C, –200F, –300, SR, and SP series airplanes; certificated in any category; equipped with Pratt & Whitney Model JT9D–3 or –7 series engines, General Electric Model CF6–45 or –50 series engines, or Rolls-Royce Model RB211–524B, C, or D series engines.

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 (h) 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 engine thrust control cable failures, which could result in a severe asymmetric thrust condition during landing, and consequent reduced controllability of the airplane, accomplish the following:

Note 2: For the purposes of this AD, a detailed inspection is defined as: ''An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required.''

Repetitive Inspections

(a) For all airplanes: Within 18 months after the effective date of this AD, accomplish the ''Thrust Control Cable Inspection Procedure'' specified in Appendix 1. (including Figure 1) of this AD to verify the integrity of the engine thrust control cables. Prior to further flight, replace any discrepant component found, in accordance with the procedures described in the Boeing 747 Maintenance Manual. Repeat the detailed inspection thereafter at intervals not to exceed 18 months.

Modification

(b) For airplanes identified in Boeing Service Bulletin 747–76–2019, dated June 9, 1971: Within 18 months after the effective date of this AD, modify the strut bulkhead assembly to enlarge the holes (2 places in each strut) through which the engine thrust control cables pass, in accordance with the service bulletin.

Inspection/Replacement

(c) For airplanes equipped with General Electric Model CF6 series engines and identified in Boeing Service Bulletin 747–76–2067, Revision 1, dated November 19, 1987: Within 18 months after the effective date of this AD, perform a one-time inspection of each nacelle strut idler pulley to determine the type of pulley installed, in accordance with the service bulletin.

Note 3: This paragraph does not apply to airplanes equipped with Pratt & Whitney Model JT9D–70 engines.

(1) If no aluminum-type pulley is installed, no further action is required by this paragraph.

(2) If any aluminum-type pulley is installed, prior to further flight, accomplish paragraphs (c)(2)(i) and (c)(2)(ii) of this AD in accordance with the service bulletin.

(i) Replace any aluminum-type pulley with a phenolic-type pulley having Boeing part number BACP30F4.

(ii) Except as provided by paragraph (d) of this AD: Perform a detailed inspection of the engine thrust control cables in any area where an aluminum-type pulley was installed, to detect wear. If any wear outside the criteria contained in Chapter 20–21–03 of the Boeing 747 Maintenance Manual is found, prior to further flight, replace the cable with a new cable, in accordance with the service bulletin. If any wear within the criteria contained in the maintenance manual is found, no further action is required by this paragraph.

Note 4: Accomplishment of the actions specified in Boeing Service Bulletin 747–76–2067, dated September 26, 1986, is acceptable for compliance with the actions required by paragraph (c) of this AD.

(d) Where Boeing Service Bulletin 747–76–2067, Revision 1, dated November 19, 1987, specifies that the actions required by paragraph (c)(2)(ii) of this AD may be accomplished in accordance with an ''operator's comparable procedure,'' the actions must be accomplished in accordance with the applicable chapters of the Boeing 747 Maintenance Manual, as specified in the service bulletin.

Replacement

(e) For airplanes identified in Boeing Service Bulletin 747–76A2068, Revision 3, dated August 22, 1991; including Notice of Status Change 747–76A2068 NSC 2, dated December 12, 1991: Within 18 months after the effective date of this AD, replace aluminum idler pulley brackets with steel brackets, in accordance with paragraphs E., F., G., and H. of the Accomplishment Instructions of the service bulletin.

Inspection/Modification

(f) For airplanes identified in Boeing Alert Service Bulletin 747–76A2073, Revision 1, dated July 28, 1988: Within 18 months after the effective date of this AD, accomplish

paragraphs (f)(1) and (f)(2) of this AD, in accordance with the alert service bulletin.

(1) Perform a detailed inspection of the engine thrust control cables and pulley mounting bracket screws in the area aft and above main entry door number 2 on the left and right sides of the airplane to detect damage. If any damage is found, prior to further flight, replace the cable with a new cable.

(2) Modify the pulley mounting bracket.

Note 5: Accomplishment of the actions specified in Boeing Alert Service Bulletin 747–76A2073, dated February 4, 1988, is acceptable for compliance with the actions required by paragraph (f) of this AD.

Inspection/Modification/Replacement

(g) For Model 747–100B SUD series airplanes identified in Boeing Service Bulletin 747–53–2327, Revision 2, dated September 24, 1998, with angle assemblies having Boeing part numbers 015U0454–63 and 015U0454–64 installed at body station 970: Within 18 months after the effective date of this AD, perform a detailed inspection to measure the clearance between the engine thrust control cables and the cable penetration holes, in accordance with the Cable Chafing Inspection of the Accomplishment Instructions of the service bulletin. If insufficient clearance exists, as specified in the service bulletin, prior to further flight, accomplish paragraphs (g)(1) and (g)(2) of this AD.

(1) Modify the cable penetration holes or replace the plate, as applicable, in accordance with Figure 7 of the service bulletin.

(2) Perform a detailed inspection of the engine thrust control cables in any area of the plate to detect wear, in accordance with Chapter 20–21–03 of the Boeing 747 Maintenance Manual. If any wear outside the criteria contained in the maintenance manual is found, prior to further flight, replace the cable with a new cable, in accordance with the procedures described in the Boeing 747 Maintenance Manual. If any wear within the criteria contained in the maintenance manual is found, no further action is required by this paragraph.

Alternative Methods of Compliance

(h) 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 6: 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

(i) 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.

Appendix 1. Thrust Control Cable Inspection Procedure

1. General

A. Clean the cables, if necessary, for the inspection, in accordance with Boeing 747 Maintenance Manual 12–21–05.

B. Use these procedures to verify the integrity of the thrust control cable system. The procedures must be performed along the entire cable run for each engine. To ensure verification of the portions of the cables which are in contact with pulleys and quadrants, the thrust control must be moved by operation of the thrust and/or the reverse thrust levers to expose those portions of the cables.

C. The first task is an inspection of the control cable wire rope. The second task is an inspection of the control cable fittings. The third task is an inspection of the pulleys.

Note: These three tasks may be performed concurrently at one location of the cable system on the airplane, if desired, for convenience.

2. Inspection of the Control Cable Wire Rope

A. Perform a detailed inspection to ensure that the cable does not contact parts other than pulleys, quadrants, cable seals, or grommets installed to control the cable routing. Look for evidence of contact with other parts. Correct the condition if evidence of contact is found.

B. Perform a detailed inspection of the cable runs to detect incorrect routing, kinks in the wire rope, or other damage. Replace the cable assembly if:

(1) One cable strand had worn wires where one wire cross section is decreased by more than 40 percent (see Figure 1),

(2) A kink is found, or

(3) Corrosion is found.

C. Perform a detailed inspection of the cable: To check for broken wires, rub a cloth along the length of the cable. The cloth catches on broken wires.

(1) Replace the 7x7 cable assembly if there are two or more broken wires in 12 continuous inches of cable or there are three or more broken wires anywhere in the total cable assembly.

(2) Replace the 7x19 cable assembly if there are four or more broken wires in 12 continuous inches of cable or there are six or more broken wires anywhere in the total cable assembly.

3. Inspection of the Control Cable Fittings

A. Perform a detailed inspection to ensure that the means of locking the joints are intact (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.

B. Perform a detailed inspection of the swaged portions of swaged end fitting to detect surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.

C. Perform a detailed inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than 2 degrees.

D. Perform a detailed inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

4. Inspection of Pulleys

A. Perform a detailed inspection to ensure that pulleys are free to rotate. Replace pulleys which are not free to rotate.

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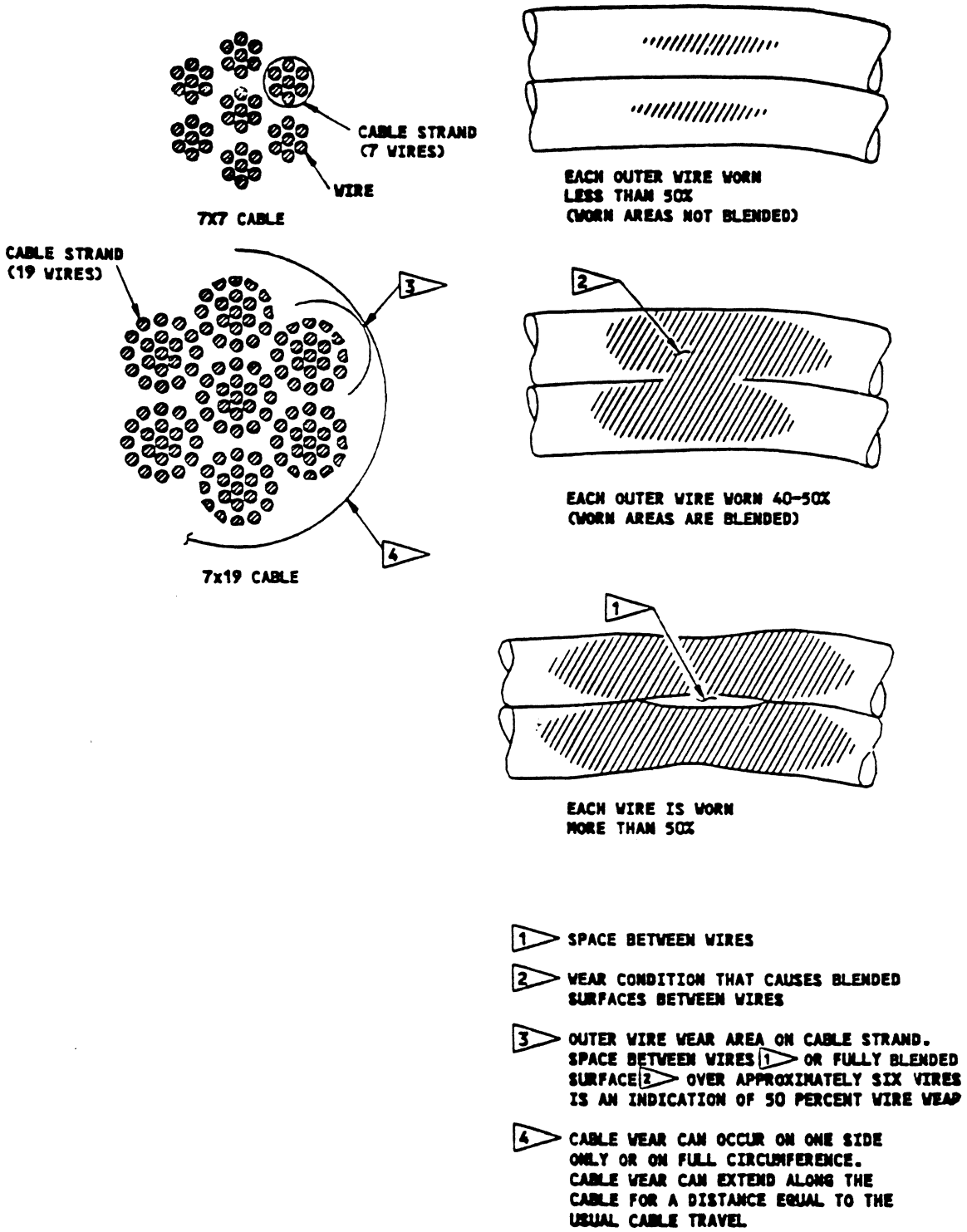

FIGURE 1

Issued in Renton, Washington, on September 27, 1999.

D.L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–25597 Filed 9–30–99; 8:45 am]

BILLING CODE 4910–13–C