

nose landing gear wheel well, in accordance with Part II of the Accomplishment Instructions of Boeing Service Bulletin 727-53-0145, Revision 1, dated December 7, 1989.

#### Alternative Methods of Compliance

(b) 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; or in accordance with data meeting the type certification basis of the airplane approved by a Boeing Company Designated Engineering Representative who has been authorized by the Manager, Seattle ACO, to make such findings. 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

(c) 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

(d) The modification shall be done in accordance with Boeing Service Bulletin 727-53-0145, Revision 1, dated December 7, 1989. 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.

(e) This amendment becomes effective on November 8, 1999.

Issued in Renton, Washington, on September 22, 1999.

**D.L. Riggin,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 99-25219 Filed 10-1-99; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-NM-277-AD; Amendment 39-11339; AD 99-20-09]

RIN 2120-AA64

#### Airworthiness Directives; Boeing Model 747 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to certain Boeing Model 747 series airplanes, that currently requires inspections of the lower engine mount to determine if the tangential link upper bolt and nut are oriented properly, and if the tangential link upper bolt nut is torqued within certain limits. Additionally, that amendment requires replacement of the bolt and nut with serviceable parts, if necessary, and requires certain follow-on actions for airplanes on which the upper bolt is missing. This amendment requires accomplishment of a previously optional terminating action or a new alternative terminating action for the repetitive inspections. This amendment is prompted by development of a new terminating action by the manufacturer. The actions specified by this AD are intended to prevent separation of the engine from the airplane due to migration of the tangential link upper bolt.

**DATES:** Effective November 8, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the **Federal Register** as of November 8, 1999.

The incorporation by reference of Boeing Alert Service Bulletin 747-71A2277, dated November 29, 1995, listed in the regulations, was approved previously by the Director of the **Federal Register** as of February 16, 1996 (61 FR 10270, March 13, 1996).

**ADDRESSES:** 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 Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the **Federal Register**, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Tamara L. Anderson, Aerospace

Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2771; fax (425) 227-1181.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 96-03-01 R1, amendment 39-9538 (61 FR 10270, March 13, 1996), which is applicable to certain Boeing Model 747 series airplanes, was published in the **Federal Register** on July 16, 1999 (64 FR 38379). The action proposed to continue to require inspections of the lower engine mount to determine if the tangential link upper bolt and nut are oriented properly, and if the tangential link upper bolt nut is torqued within certain limits. Additionally, that action also proposed to continue to require replacement of the bolt and nut with serviceable parts, if necessary, and requires certain follow-on actions for airplanes on which the upper bolt is missing. That action also proposed to require accomplishment of either a previously optional terminating action or a new, alternative terminating action for the repetitive inspections.

#### Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the single comment received.

The commenter supports the proposed rule.

#### Conclusion

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

#### Cost Impact

There are approximately 421 airplanes of the affected design in the worldwide fleet. The FAA estimates that 185 airplanes of U.S. registry will be affected by this AD.

The inspections that are currently required by AD 96-03-01 R1 take approximately 16 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required actions on U.S. operators is estimated to be \$177,600, or \$960 per airplane, per inspection cycle.

The replacement of the safety link that is required as one option for compliance with this AD action will take approximately 18 work hours per airplane to accomplish, at an average

labor rate of \$60 per work hour. Required parts will cost approximately \$30,228 per airplane. Based on these figures, the cost impact of this replacement required by this AD on U.S. operators is estimated to be \$31,308 per airplane.

In lieu of replacement of the safety link, this AD provides for replacement of the tangential link upper bolt on the aft engine mount with a reworked bolt and a new nut retainer. Such replacement, which is provided as an additional option for compliance with this AD action, will take approximately 20 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$1,888 per airplane. Based on these figures, the cost impact of this replacement required by this AD on U.S. operators is estimated to be \$3,088 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

### 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.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

### List of Subjects 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 removing amendment 39-9538 (61 FR 10270, March 13, 1996), and by adding a new airworthiness directive (AD), amendment 39-11339, to read as follows:

**99-20-09 Boeing:** Amendment 39-11339.

Docket 98-NM-277-AD. Supersedes AD 96-03-01 R1, amendment 39-9538.

**Applicability:** Model 747 series airplanes, as listed in Boeing Alert Service Bulletin 747-71A2277, dated November 29, 1995; or Boeing Service Bulletin 747-71A2277, Revision 1, dated May 21, 1998, or Revision 2, dated January 14, 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 (c)(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 separation of the engine from the airplane, accomplish the following:

#### Restatement of Requirements of AD 96-03-01 R1, Amendment 39-9538

##### Inspections and Corrective Actions

(a) Within 90 days after February 16, 1996 (the effective date of AD 96-03-01 R1, amendment 39-9538), accomplish the requirements of paragraphs (a)(1) and (a)(2) of this AD in accordance with Boeing Alert Service Bulletin 747-71A2277, dated November 29, 1995, or Boeing Service Bulletin 747-71A2277, Revision 1, dated May 21, 1998, or Revision 2, dated January 14, 1999.

(1) Perform a visual inspection to ensure that installation of the tangential link upper bolt nut is on the forward side of the engine mount fitting.

(i) If the tangential link upper bolt nut is installed on the forward side of the engine

mount fitting, repeat the visual inspection at intervals not to exceed 18 months.

(ii) If the tangential link upper bolt nut is not installed on the forward side of the engine mount fitting, prior to further flight, remove the nut, bolt, and washers, and reinstall the nut, bolt, and washers in accordance with the service bulletin. Thereafter, repeat the visual inspection at intervals not to exceed 18 months.

(iii) If the tangential link upper bolt is missing from the engine mount fitting, prior to further flight, perform the various follow-on actions in accordance with the service bulletin. (The follow-on actions include visual inspections, magnetic particle inspections, replacement of the lower engine mount fitting with a serviceable part, if necessary; installation of new safety links, bolts, and nuts; and installation of a new tangential link upper bolt.) Thereafter, repeat the visual inspection at intervals not to exceed 18 months.

(2) Perform an inspection to verify that the torque value of the tangential link upper bolt (on both sides of the mount) is within the limits specified in the service bulletin.

(i) If the torque value of the tangential link upper bolt nut is within the limits specified in the service bulletin, repeat the inspection (verification) at intervals not to exceed 18 months.

(ii) If the torque value of the tangential link upper bolt nut is outside the limits specified in the service bulletin, prior to further flight, perform a visual inspection of the tangential link upper bolt and washer for any damage or discrepancy, in accordance with the service bulletin.

(A) If no damage or discrepancy of the tangential link upper bolt and washers is found, prior to further flight, replace the bolt nut with a new or serviceable part in accordance with the service bulletin. Thereafter, repeat the inspection (verification) specified in paragraph (a)(2) of this AD at intervals not to exceed 18 months.

(B) If any damage or discrepancy of the tangential link upper bolt and washers is found, prior to further flight, replace the damaged or discrepant part with a new or serviceable part, and replace the bolt nut with a new or serviceable part, in accordance with the service bulletin. Thereafter, repeat the inspection (verification) specified in paragraph (a)(2) of this AD at intervals not to exceed 18 months.

### New Requirements of This AD

#### Replacement

(b) Within 18 months after the effective date of this AD, accomplish the requirements of either paragraph (b)(1) or (b)(2) of this AD. Accomplishment of either paragraph (b)(1) or (b)(2) of this AD constitutes terminating action for the repetitive inspection requirements of this AD.

(1) Replace the safety links on the aft engine mount with modified safety links in accordance with Boeing Service Bulletin 747-71-2206, dated April 16, 1987; or Boeing Service Bulletin 747-71-2206, Revision 1, dated November 12, 1987, as revised by Boeing Notice of Status Change No. 747-71-2206 NSC 1, dated December 4, 1987, and Boeing Notice of Status Change

No. 747-71-2206 NSC 2, dated March 17, 1988.

(2) Replace the tangential link upper bolt on the aft engine mount with a reworked bolt and a new nut retainer, in accordance with Parts 2 and 3 of Boeing Service Bulletin 747-71A2277, Revision 1, dated May 21, 1998, or Revision 2, dated January 14, 1999.

#### Alternative Methods of Compliance

(c)(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 (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.

(c)(2) Alternative methods of compliance, approved previously in accordance with AD 96-03-01 R1, amendment 39-9538, are

approved as alternative methods of compliance with this AD.

**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

(d) 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

(e) The actions shall be done in accordance with Boeing Alert Service Bulletin 747-71A2277, dated November 29, 1995; Boeing Service Bulletin 747-71A2277, Revision 1, dated May 21, 1998; Boeing Service Bulletin 747-71A2277, Revision 2, dated January 14, 1999; Boeing Service Bulletin 747-71-2206,

dated April 16, 1987; or Boeing Service Bulletin 747-71-2206, Revision 1, dated November 12, 1987, as revised by Boeing Notice of Status Change No. 747-71-2206 NSC 1, dated December 4, 1987, and Boeing Notice of Status Change No. 747-71-2206 NSC 2, dated March 17, 1988; as applicable.

(1) The incorporation by reference of Boeing Service Bulletin 747-71A2277, Revision 2, dated January 14, 1999; Boeing Service Bulletin 747-71-2206, dated April 16, 1987; or Boeing Service Bulletin 747-71-2206, Revision 1, dated November 12, 1987, as revised by Boeing Notice of Status Change No. 747-71-2206 NSC 1, dated December 4, 1987, and Boeing Notice of Status Change No. 747-71-2206 NSC 2, dated March 17, 1988; as applicable is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Boeing Service Bulletin 747-71-2206, Revision 1, dated November 12, 1987, contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1-5, 9, 10, 12 .....	1 .....	November 12, 1987.
6-8, 11, 13-18 .....	Original .....	April 16, 1987.

(2) The incorporation by reference of Boeing Alert Service Bulletin 747-71A2277, dated November 29, 1995, was approved previously by the Director of the Federal Register as of February 16, 1996 (61 FR 10270, March 13, 1996).

(3) 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.

(f) This amendment becomes effective on November 8, 1999.

Issued in Renton, Washington, on September 22, 1999.

**D.L. Riggins,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 99-25218 Filed 10-1-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-SW-53-AD; Amendment 39-11343; AD 99-19-23]

RIN 2120-AA64

#### Airworthiness Directives; Eurocopter France Model EC 120B Helicopters

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 99-19-23 which was sent previously to all known U.S. owners and operators of Eurocopter France Model EC 120B helicopters by individual letters. This AD requires, at specified time intervals, inspecting the engine coupling tube for cracks and replacing any cracked engine coupling tube with an airworthy engine coupling tube. This amendment is prompted by the discovery, during routine maintenance inspections, of three cracked engine coupling tubes caused by structural resonance. The actions specified by this AD are intended to detect a crack in the engine coupling tube which could result in coupling failure, loss of engine drive, and a subsequent forced landing.

**DATES:** Effective October 19, 1999, to all persons except those persons to whom it was made immediately effective by Emergency Priority Letter AD 99-19-23, issued on September 2, 1999, which contained the requirements of this amendment.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 19, 1999.

Comments for inclusion in the Rules Docket must be received on or before December 3, 1999.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region,

Attention: Rules Docket No. 99-SW-53-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

The applicable service information may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Shep Blackman, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Regulations Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5296, fax (817) 222-5961.

**SUPPLEMENTARY INFORMATION:** On September 2, 1999, the FAA issued Emergency Priority Letter AD 99-19-23, applicable to Eurocopter France Model EC 120B helicopters, which requires, within 10 hours time-in-service (TIS), and thereafter, at intervals not to exceed 10 hours TIS, inspecting the engine coupling tube for cracks and replacing any cracked engine coupling tube with an airworthy engine coupling tube. That action was prompted by the discovery, during routine maintenance inspections, of three cracked engine coupling tubes caused by structural resonance. This condition, if not corrected, could result in coupling failure, loss of engine drive, and a subsequent forced landing.