

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

Boeing: Docket 99–NM–242–AD.

Applicability: Model 747–100, –200, 747SP, and 747SR series airplanes; certificated in any category; equipped with Pratt & Whitney JT9D–7, –7A, –7F and –7J 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 (d) 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 nose cowl from the engine, which could cause collateral damage to the airplane, and, possibly, reduced controllability of the airplane, accomplish the following:

One-Time Inspections and Rework

(a) Within 24 months after the effective date of this AD, perform one-time detailed visual and eddy current inspections to detect cracking of the existing nose cowl mounting flange, rework the nose cowl mounting flange to increase the number of attachment fastener holes from 37 to 67, and perform a one-time eddy current inspection to detect cracking of the new fastener holes in the reworked nose cowl mounting flange, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 747–71–2290, dated March 18, 1999.

Note 2: For the purposes of this AD, a detailed visual 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.”

Corrective Action

(b) If any crack is found during any inspection required by paragraph (a) of this AD: Prior to further flight, repair in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(c) As of the effective date of this AD, no person shall install a nose cowl on any airplane, unless it has been inspected and modified in accordance with paragraph (a) 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, Seattle ACO. 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

(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.

Issued in Renton, Washington, on September 30, 1999.

D.L. Riffin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–26085 Filed 10–5–99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 99–CE–59–AD]

RIN 2120–AA64

Airworthiness Directives; Fairchild Aircraft, Inc. SA226 and SA227 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to supersede Airworthiness Directive (AD) 97–23–01, which currently requires the following on Fairchild Aircraft, Inc. (Fairchild Aircraft) SA226 and SA227 series airplanes that are equipped with a certain Simmonds-Precision pitch trim actuator or a certain Barbar-Colman pitch trim actuator: repetitively measuring the freeplay of the pitch trim actuator and repetitively inspecting the actuator for rod slippage; immediately replacing any actuator if certain freeplay limitations are exceeded or rod slippage is evident; and eventually replacing the actuator regardless of the inspection results. The proposed AD would retain the actions of AD 97–23–01, but would add these requirements on airplanes with different design pitch trim actuators installed. The proposed AD is the result of the manufacturer

developing different design pitch trim actuators and the Federal Aviation Administration (FAA) determining that these actuators should be subject to the actions of AD 97–23–01. The actions specified by the proposed AD are intended to detect excessive freeplay or rod slippage in the pitch trim actuator, which, if not detected and corrected, could result in pitch trim actuator failure and possible loss of control of the airplane.

DATES: Comments must be received on or before December 6, 1999.

ADDRESSES: Submit comments in triplicate to the FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99–CE–59–AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Field Support Engineering, Fairchild Aircraft, Inc., P.O. Box 790490, San Antonio, Texas 78279–0490; telephone: (210) 824–9421; facsimile: (210) 820–8609. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Werner Koch, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193–0150; telephone: (817) 222–5133; facsimile: (817) 222–5960.

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 should 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 that summarizes 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 No. 99-CE-59-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, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-CE-59-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

AD 97-23-01, Amendment 39-10188 (62 FR 5922, November 3, 1997), currently requires the following on Fairchild Aircraft SA226 and SA227 series airplanes that are equipped with a certain Simmonds-Precision pitch trim actuator:

- Repetitively measuring the freeplay of the pitch trim actuator and repetitively inspecting the actuator for rod slippage;
- Immediately replacing any actuator if certain freeplay limitations are exceeded or rod slippage is evident; and
- Eventually replacing the actuator regardless of the inspection results.

The actions specified by AD 97-23-01 are intended to detect excessive freeplay or rod slippage in the pitch trim actuator, which, if not detected and corrected, could result in pitch trim actuator failure and possible loss of control of the airplane.

In addition, AD 98-19-15, Amendment 39-10794 (63 FR 50983, September 24, 1998), currently requires incorporating the following information into the applicable Airplane Flight Manual (AFM) on Fairchild SA226 and SA227 airplanes that are equipped with Barber-Colman pitch trim actuators, P/N 27-19008-001/-004 or P/N 27-19008-002/-005 (these pitch trim actuators are affected by AD 97-23-01):

- "Limit the maximum indicated airspeed to maneuvering airspeed (Va) as shown in the appropriate airplane flight manual (AFM)."
- and
- "The minimum crew required is two pilots."

Actions Since Issuance of AD 97-23-01

At the time the FAA issued AD 98-19-15, there was a design alternative to the Barber-Colman pitch trim actuators for all of the affected airplanes, except for the Models SA227-CC and SA227-DC airplanes. Since that time, a design

alternative for all affected airplanes has been developed. These design alternatives are:

—Barber-Colman P/N 27-19008-006 or P/N 27-19008-007 pitch trim actuators. Procedures to install these pitch trim actuators are contained in Fairchild Service Bulletin 226-27-064, Fairchild Service Bulletin 227-27-046, and Fairchild Service Bulletin CC7-27-015. All airplane models are eligible for this installation and airplane models vary by service bulletin;

—Simmonds-Precision P/N DL5040M5 or P/N DL5040M6 pitch trim actuators. All airplane models are eligible for this installation. Procedures to install these pitch trim actuators for the Models SA227-CC and SA227-DC airplanes are contained in Fairchild Service Bulletin CC7-27-014, and are contained in engineering data for all other models (contact Fairchild); and

—Simmonds-Precision P/N DL5040M8 pitch trim actuators. Procedures to install these pitch trim actuators are contained in Fairchild Service Bulletin 227-27-045, Fairchild Service Bulletin 226-27-063, and Fairchild Service Bulletin CC7-23-013. All airplane models are eligible for this installation and airplane models vary by service bulletin.

These pitch trim actuators, when installed, would eliminate the need for the requirements of AD 98-19-15.

However, there currently are no AD requirements that mandate repetitive inspections and/or replacements or overhauls of these pitch trim actuators similar to the pitch trim actuators affected by AD 97-23-01. The FAA evaluated the design of these improved pitch trim actuators and has determined that (1) a similar condition to that specified in AD 97-23-01 exists for airplanes with these actuators installed; and (2) the actuators should have inspections and/or replacements or overhauls as follows:

—Barber-Colman P/N 27-19008-006 or P/N 27-19008-007 pitch trim actuators: Overhaul at intervals not to exceed 2,000 hours time-in-service (TIS);

—Simmonds-Precision P/N DL5040M5 or P/N DL5040M6 pitch trim actuators: Replacement at intervals not to exceed 1,500 hours TIS; and

—Simmonds-Precision P/N DL5040M8 pitch trim actuators: Initial inspection at 7,500 hours TIS after installation and thereafter at intervals not to exceed 600 hours TIS. Repetitive replacement at intervals not to exceed 9,900 hours TIS.

Relevant Service Information

Fairchild has revised SA226 Series Service Letter (SL) 226-SL-005 and Fairchild Aircraft SA227 Series SL 227-SL-011, both Revised: August 3, 1999; and issued SA227 Series SL CC7-SL-028, Issued: August 12, 1999, to also include the inspection procedures on the P/N DL5040M8 pitch trim actuators.

The FAA's Determination

After examining the circumstances and reviewing all available information related to the incidents described above, the FAA has determined that:

—The improved design pitch trim actuators referenced above should also have repetitive inspection and/or overhaul or replacement requirements; and

—AD action should be taken to detect excessive freeplay or rod slippage in the pitch trim actuator, which, if not detected and corrected, could result in pitch trim actuator failure and possible loss of control of the airplane.

Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other Fairchild Aircraft SA226 and SA227 series airplanes of the same type design that are equipped with a certain Simmonds-Precision pitch trim actuator, the FAA is proposing an AD to supersede AD 97-23-01. The proposed AD would retain the actions of AD 97-23-01, but would add these requirements on airplanes with the improved design pitch trim actuators installed.

Cost Impact

The FAA estimates that 508 airplanes in the U.S. registry would be affected by the proposed AD. The only cost impact that the proposed AD imposes upon the public over that already required by AD 97-23-01 is that incurred through the addition of the proposed requirements on airplanes with the improved design pitch trim actuators installed. The costs of the proposed AD on those airplanes that have these improved design pitch trim actuators incorporated would be less than that already required by AD 97-23-01 on airplanes with other pitch trim actuators installed.

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 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) 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 has been placed 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 14 CFR part 39 of the Federal Aviation Regulations 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 Airworthiness Directive (AD)

97–23–01, Amendment 39–10188 (62 FR 5922, November 3, 1997), and by adding a new AD to read as follows:

Fairchild Aircraft, Inc.: Docket No. 99–CE–59–AD; Supersedes AD 97–23–01, Amendment 39–10188; which superseded AD 93–15–02 R2, Amendment 39–9689; which revised AD 93–15–02 R1, Amendment 39–9180; which revised AD 93–15–02, Amendment 39–8648.

Applicability: All SA226 and SA227 series airplanes (all models and serial numbers), 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) 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 in the body of this AD, unless already accomplished.

To detect excessive freeplay or rod slippage in the pitch trim actuator, which, if not detected and corrected, could result in pitch trim actuator failure and possible loss of control of the airplane, accomplish the following:

Note 2: The paragraph structure of this AD is as follows:

Level 1: (a), (b), (c), etc.

Level 2: (1), (2), (3), etc.

Level 3: (i), (ii), (iii), etc.

Level 2 and Level 3 structures are designations of the Level 1 paragraph they immediately follow.

(a) Accomplish the following at the times specified in the chart in paragraph (b) of this AD:

(1) Initial and repetitive inspections:

(i) For airplanes equipped with a Simmonds-Precision actuator, P/N DL5040M5, P/N DL5040M6, or P/N DL5040M8, measure the freeplay (inspection) of the pitch trim actuator and inspect the actuator for rod slippage in accordance with the INSTRUCTIONS section of Fairchild Aircraft SA226 Series Service Letter (SL) 226–SL–005, or Fairchild Aircraft SA227 Series SL 227–SL–011, both Revised: August 3, 1999; or Fairchild Aircraft SA227 Series Service Letter CC7–SL–028, Issued: August 12, 1999, as applicable.

(ii) For airplanes equipped with Barber-Colman actuators, P/N 27–19008–00–001, P/N 27–19008–002, P/N 27–19008–00–004, or P/N 27–19008–005, conduct a functional inspection of the actuator in accordance with the INSTRUCTIONS section of Fairchild Aircraft SL 226–SL–014, 227–SL–031, or CC7–SL–021, Issued: October 3, 1997, Revised: February 1, 1999, whichever is applicable.

Note 3: The actions in this AD are the same as the actions in AD 97–23–01, except for the actions added to the airplanes equipped with improved design pitch trim actuators.

(2) **Initial and repetitive replacements:** Replace the pitch trim actuator with any of the pitch trim actuators presented in the Chart in paragraph (b) of this AD, as applicable, at the time specified in the Repetitive Replacement column of this chart. However, if certain freeplay limitations that are specified in the service letters are exceeded or if rod slippage is found, prior to further flight, replace the pitch trim actuator.

(b) The following chart presents the pitch trim actuator that could be installed and the initial and repetitive inspection and replacement compliance times of this AD:

Condition	Initial inspection	Repetitive inspection	Repetitive replacement
For all affected airplane models, except for the Models SA227–CC and SA227–DC, with an original Simmonds-Precision actuator, P/N DL5040M5, installed.	Upon accumulating 3,000 hours TIS on a Simmonds-Precision P/N DL5040M5 actuator or within 50 hours TIS after April 17, 1995 (the effective date of AD 93–15–02 R1), whichever occurs later.	Every 250 hours TIS after the initial inspection until accumulating 5,000 hours TIS on the actuator or 500 hours TIS after the last inspection required by AD 93–15–02 R1, whichever occurs later.	Initially upon accumulating 5,000 hours TIS on the actuator or 500 hours TIS after the initial inspection, whichever occurs later, and thereafter as indicated below.
For all affected airplane models, except for the Models SA227–CC and SA227–DC, with a replacement Simmonds-Precision actuator, P/N DL5040M5, installed.	Initially upon accumulating 5,000 hours TIS on the new actuator or within 50 hours TIS after April 17, 1995 (the effective date of AD 93–15–02 R1), whichever occurs later.	Every 300 hours TIS after the initial inspection until accumulating 6,500 hours TIS on the actuator.	Upon accumulating 6,500 hours TIS on the actuator.
For all affected airplane models, except for the Models SA227–CC and SA227–DC, with a replacement Simmonds-Precision actuator, P/N DL5040M6, installed. This part can be new, modified from a P/N DL5040M5 actuator, or overhauled or overhauled and zero-timed.	Initially upon accumulating 7,500 hours TIS on the new or modified actuator or within 50 hours TIS after April 17, 1995 (the effective date of AD 93–15–02 R1), whichever occurs later.	Every 300 hours TIS after the initial inspection until accumulating 9,900 hours TIS on the actuator.	Upon accumulating 9,900 hours TIS on the actuator.

Condition	Initial inspection	Repetitive inspection	Repetitive replacement
For all affected airplane models, except for the Models SA227-CC and SA227-DC, with a replacement Simmonds-Precision actuator, P/N DL5040M5, installed that was overhauled and zero-timed where both nut assemblies, P/N AA56142, were replaced with new assemblies during overhaul.	Initially upon accumulating 5,000 hours TIS on the over-hauled actuator or within 50 hours TIS after April 17, 1995 (the effective date of AD 93-15-02 R1), whichever occurs later.	Every 300 hours TIS after the initial inspection until accumulating 6,500 hours TIS on the actuator.	Upon accumulating 6,500 hours TIS on the actuator.
For all affected airplane models, except for the Models SA227-CC and SA227-DC, with a replacement P/N DL5040M5 actuator installed that was overhauled and zero-timed where both nut assemblies, P/N AA56142, were not replaced with new assemblies during overhaul.	Initially upon accumulating 3,000 hours TIS on the over-hauled actuator or within 50 hours TIS after April 17, 1995 (the effective date of AD 93-15-02 R1), whichever occurs later.	Every 250 hours TIS after the initial inspection until accumulating 5,000 hours TIS on the actuator.	Upon accumulating 5,000 hours TIS on the actuator.
For all affected airplanes models with a Barber-Colman pitch trim actuator installed, P/N 27-19008-001/004 or 27-19008-002/-005, that is currently in-service with less than 1,000 hours TIS since new or overhauled and zero-timed.	Upon accumulating 500 hours total TIS on the new or overhauled zero-timed pitch trim actuator or within 50 hours TIS after the effective date of this AD, whichever occurs later.	Every 300 hours TIS after the initial inspection.	None.
For all affected airplane models with a newly fabricated and overhauled and zero-timed Barber-Colman actuator, P/N 27-19008-001/-004 or P/N 27-19008-02-005.	Upon accumulating 500 hours total TIS on the actuator or within 50 hours TIS after the effective date of this AD, whichever occurs later.	Every 300 hours TIS after the initial inspection.	None.
For the Models SA227-CC and SA227-DC only, with a Simmonds-Precision pitch trim actuator, P/N DL5040M5 or P/N DL5040M6, installed.	None	None	Upon accumulating 1,500 hours TIS on the actuator.
For all affected airplanes with a Barber-Colman P/N 27-19008-006 or 27-19008-007 actuator installed.	Must be overhauled upon the accumulation of 2,000 hours TIS on the actuator.	Must be overhauled at intervals not to exceed 2,000 hours TIS.	No replacement requirements.
For all affected airplanes with a Simmonds-Precision pitch trim actuator, P/N DL5040M8, installed.	Upon accumulating 7,500 hours TIS on the actuator or within the next 50 hours TIS after the effective date of this AD, whichever occurs later.	Every 600 hours TIS after the initial inspection until accumulating 9,900 hours TIS.	Upon accumulating 9,900 hours TIS on the actuator.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Airplane Certification Office (ACO), FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth Airplane Certification Office.

(2) Alternative methods of compliance that were approved in accordance with AD 97-23-01 are considered to be approved as alternative methods of compliance with this AD.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth Airplane Certification Office.

(e) Service information related to this AD may be obtained from Field Support Engineering, Fairchild Aircraft Inc., P.O. Box 790490, San Antonio, Texas 78279-0490. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri.

(f) This amendment supersedes 97-23-01, Amendment 39-10188; which superseded AD 93-15-02 R2, Amendment 39-9689; which revised AD 93-15-02 R1, Amendment 39-9180; which revised AD 93-15-02, Amendment 39-8648.

Issued in Kansas City, Missouri, on September 30, 1999.

Marvin R. Nuss,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

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