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| CF34BJ 73-0041 | All | Original | August 12, 1999. |
| A73-19 | All | 1 | February 20, 1998. |
| A73-33 | All | Original | November 21, 1997. |
| A73-33 | All | 1 | May 29, 1998. |

Total pages: 27.

(i) The incorporation by reference of GE ASB A73-19, dated February 20, 1998; ASB A73-33, dated November 21, 1997; and ASB A73-33, revision 1, dated May 29, 1998, was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of July 27, 1999.

Address for Obtaining Referenced Service Bulletins

(j) Copies may be obtained from GEAE Technical Publications, Attention: N. Hanna MZ340M2, 1000 Western Avenue, Lynn, MA 01910; telephone (781) 594-2906, fax (781) 594-0600. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Effective Date of This AD

(k) This amendment becomes effective on December 6, 1999.

Issued in Burlington, Massachusetts, on November 5, 1999.

David A. Downey,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 99-29740 Filed 11-18-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-257-AD; Amendment 39-11420; AD 99-23-24]

RIN 2120-AA64

Airworthiness Directives; AlliedSignal, Instrument Landing System Navigation Receivers, as Installed in, but Not Limited to, Airbus Model A300 Series Airplanes and Boeing Model 747-100, -100B, -100B SUD, -200B, -200F, -200C, -300, 747SR, and 747SP 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 instrument landing system (ILS) navigation receivers manufactured by AlliedSignal. This action requires replacement of certain resistors in the ILS navigation receiver with higher ohm resistors and replacement of the nameplate on the receiver with a new nameplate. This amendment is prompted by reports of ILS navigation receivers incorrectly indicating signals from the glideslope ground station during final approach. The actions specified in this AD are intended to ensure the ILS receiver provides the flight crew with accurate glideslope data. Inaccurate glideslope data could result in an approach off the glideslope, and, consequently, a landing short of the runway or a runway overrun.

DATES: Effective December 6, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 6, 1999.

Comments for inclusion in the Rules Docket must be received on or before January 18, 2000.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-257-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from AlliedSignal Aerospace, Technical Publications, Dept. 65-70, P.O. Box 52170, Phoenix, Arizona 85072-2170. 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: Jay G. Yi, 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) 227-1013; fax (425) 227-1181.

SUPPLEMENTARY INFORMATION: The FAA has received reports indicating that, during final approach, instrument landing system (ILS) navigation receivers installed on certain Airbus

Model A300 series airplanes have indicated a valid signal from the glideslope ground station, though the ground station was not operating. An absent glideslope signal is normally indicated by the glideslope instrument warning flag on the radio direction magnetic indicator. In these events, the glideslope instrument warning flag moved out of view, indicating to the flight crew that a valid signal had been received from the glideslope ground station. Investigation revealed that the ILS navigation receiver was incorrectly responding to a low-voltage signal from the glideslope ground station to the ILS enable input. The manufacturer of the receiver has determined that certain resistors within the receiver are improperly sized to ensure a correct response to all possible voltage signals. This condition, if not corrected, could result in the ILS navigation receiver providing inaccurate data to the flight crew by falsely indicating a valid signal from the glideslope ground station. The glideslope is the vertical flight path that an airplane is to follow when making an ILS landing. Inaccurate data from the ILS navigation receiver could lead to the airplane making an approach off the glideslope, which could result in a landing short of the runway or a runway overrun.

The affected ILS navigation receiver is installed on, but not limited to, Airbus Model A300 series airplanes and Boeing Model 747-100, -100B, -100B SUD, -200B, -200F, -200C, -300, 747SR, and 747SP series airplanes.

Explanation of Relevant Service Information

The FAA has reviewed and approved Bendix/King Service Bulletin RIA-32A-34-47, Revision 1, dated January 1992, which describes procedures for replacement of three resistors in the ILS navigation receiver with higher ohm resistors. The FAA also has reviewed and approved Bendix/King Service Bulletin RIA-32A-34-48, dated December 1991, which describes procedures for replacement of the nameplate on the receiver with a new nameplate (which, among other things, identifies a new part number) once Bendix/King Service Bulletin RIA-32A-34-47 is accomplished. Accomplishment of the actions specified in the service bulletins is

intended to adequately address the identified unsafe condition.

Explanation of 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 ensure the ILS receiver provides the flight crew with accurate glideslope data. Inaccurate glideslope data could result in an approach off the glideslope, and, consequently, a landing short of the runway or a runway overrun. This AD requires accomplishment of the actions specified in the service bulletins described previously, except as discussed below.

Differences Between This AD and the Service Bulletin

Operators should note that this AD requires replacement of certain resistors in the ILS navigation receiver with higher ohm resistors and replacement of the nameplate on the receiver with a new nameplate within 6 months after the effective date of this AD. Bendix/King Service Bulletin RIA-32A-34-47 recommends that replacement of the resistors with higher ohm resistors should be accomplished, "during the next routine maintenance." In developing an appropriate compliance time for this action, the FAA considered not only the degree of urgency associated with addressing the subject unsafe condition, but the availability of required parts. The FAA has determined that 6 months represents an appropriate interval of time allowable wherein an ample number of required parts will be available for modification of the U.S. fleet within the compliance period. The FAA also finds that such a compliance time will not adversely affect the safety of the affected airplanes.

Operators also should note that, although Bendix/King Service Bulletin RIA-32A-34-48 states that the new part numbers are intended for Airbus Model A300 series airplanes only, this AD requires new part numbers for components installed on any airplane. The FAA has determined that accurate recordkeeping for components on which the replacement has been accomplished necessitates new part numbers.

Cost Impact

None of the airplanes affected by this action are on the U.S. Register. All airplanes included in the applicability of this rule currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is

necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future.

Should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately 2 work hours to accomplish the required replacement, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$55 per airplane. Based on these figures, the cost impact of this AD would be \$175 per airplane.

Determination of Rule's Effective Date

Since this AD action does not affect any airplane that is currently on the U.S. register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, prior notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the **Federal Register**.

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and 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-257-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.

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 adding the following new airworthiness directive:

99-23-24 AlliedSignal: Amendment 39-11420. Docket 99-NM-257-AD.

Applicability: RIA-32A instrument landing system (ILS) navigation receivers having part numbers (P/N) 2070724-3201 and 3203; as installed in, but not limited to, Airbus Model A300 series airplanes and Boeing Model 747-100, -100B, -100B SUD, -200B, -200F, -200C, -300, 747SR, and 747SP series airplanes; certificated in any category.

Note 1: This AD applies to AlliedSignal RIA-32A ILS navigation receivers having P/

N 2070724-3201 and -3203, as installed on any airplane, regardless of whether the airplane 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) 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 ensure the ILS receiver provides the flight crew with accurate glideslope data, accomplish the following:

Replacement

(a) For ILS navigation receivers having serial numbers 1 through 2365 inclusive: Within 6 months after the effective date of this AD, replace three resistors in the ILS navigation receiver with higher ohm resistors in accordance with Bendix/King Service Bulletin RIA-32A-34-47, Revision 1, dated January 1992; and replace the nameplate on the receiver with a new nameplate in accordance with Bendix/King Service Bulletin RIA-32A-34-48, dated December 1991.

(b) For ILS navigation receivers having serial numbers 2366 and subsequent: Within 6 months after the effective date of this AD, replace the nameplate on the receiver with a new nameplate in accordance with Bendix/King Service Bulletin RIA-32A-34-48, dated December 1991.

Alternative Methods of Compliance

(c) 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 Avionics 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

(d) 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

(e) The replacements shall be done in accordance with Bendix/King Service Bulletin RIA-32A-34-47, Revision 1, dated January 1992; and Bendix/King Service Bulletin RIA-32A-34-48, dated December 1991. 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 AlliedSignal Aerospace, Technical Publications, Dept. 65-70, P.O. Box 52170, Phoenix, Arizona 85072-2170. 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 December 6, 1999.

Issued in Renton, Washington, on November 5, 1999.

D.L. Riggan,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-29739 Filed 11-18-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-316-AD; Amendment 39-11421; AD 99-23-25]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F27 Mark 050 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 Fokker Model F27 Mark 050 series airplanes. This action requires replacement of the lighting plates of the fuel control panel and the electrical power control panel with new, improved lighting plates. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified in this AD are intended to prevent internal short circuits in the fuel control and electrical power control panels, which could result in burning of the panels and consequent smoke in the flight deck area.

DATES: Effective December 6, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 6, 1999.

Comments for inclusion in the Rules Docket must be received on or before December 20, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114,

Attention: Rules Docket No. 99-NM-316-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Fokker Services B.V., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands. 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:

Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: The Rijksluchtvaartdienst (RLD), which is the airworthiness authority for the Netherlands, notified the FAA that an unsafe condition may exist on certain Fokker Model F27 Mark 050 series airplanes. The RLD advises that some operators of Fokker Model F27 Mark 050 series airplanes have experienced material stress on the lighting plates of certain electrical power control panels and fuel control panels. These stresses have caused internal short circuits, which in turn resulted in burned spots on the lighting plates. During these incidents, some smoke and odor was evident. This condition, if not corrected, could result in burning of the panels and consequent smoke in the flight deck area.

Explanation of Relevant Service Information

Fokker has issued Component Service Bulletin F7941-005-28-03, dated September 15, 1993, which describes procedures for replacement of the lighting plate of the fuel control panel with an improved lighting plate. Fokker has also issued Component Service Bulletin F7941-011-24-11, dated September 15, 1993, which describes procedures for replacement of the lighting plate of the electrical power control panel with an improved lighting plate. Accomplishment of the actions specified in the service bulletins is intended to adequately address the identified unsafe condition. The RLD classified these service bulletins as mandatory and issued Dutch airworthiness directive 93-141 (A), dated November 1, 1993, in order to assure the continued airworthiness of these airplanes in the Netherlands.

FAA's Conclusions

This airplane model is manufactured in the Netherlands and is type