

has been accomplished. Accordingly, the proposed rule is withdrawn.

**FOR FURTHER INFORMATION CONTACT:**

Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98055-4056; telephone (425) 227-2196; fax (425) 227-1320.

**SUPPLEMENTARY INFORMATION:**

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add a new airworthiness directive (AD), applicable to certain Dornier Model 328-100 series airplanes, was published in the **Federal Register** on June 28, 1999 (64 FR 34590). The proposed rule would have required a revision to the FAA-approved Airplane Flight Manual (AFM) to prohibit in-flight operation of the auxiliary power unit (APU); inspection of the APU fire extinguisher discharge cartridge for corrosion, and replacement of the discharge cartridge with a new cartridge, if necessary; and modification of the fire extinguishing system tube assembly. After accomplishment of the inspection, modification, and replacement (if necessary), the AFM revision would be removed. The proposed rule was prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The proposed actions were intended to correct deficiencies in the design of the fire extinguishing system that did not allow for adequate fluid drainage. This condition, if not corrected, could have resulted in operational failure of the APU fire extinguisher.

**Actions That Occurred Since the NPRM Was Issued**

Since the issuance of that NPRM, the manufacturer has provided the FAA with confirmation that, on all of the affected Dornier Model 328-100 series airplanes, the APU fire extinguisher discharge cartridges have been inspected, all corroded discharge cartridges have been replaced with new cartridges, and modification of all the fire extinguishing system tube assemblies has been accomplished.

**FAA's Conclusions**

Upon further consideration, the FAA has determined that the proposed actions of the NPRM (Rules Docket 99-NM-102-AD) are unnecessary since the unsafe condition that those actions were intended to address no longer exists. Accordingly, the proposed rule is hereby withdrawn.

Withdrawal of this notice of proposed rulemaking constitutes only such action, and does not preclude the agency from

issuing another notice in the future, nor does it commit the agency to any course of action in the future.

**Regulatory Impact**

Since this action only withdraws a notice of proposed rulemaking, it is neither a proposed rule nor a final rule and therefore is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Safety.

**The Withdrawal**

Accordingly, the notice of proposed rulemaking, Docket 99-NM-102-AD, published in the **Federal Register** on June 28, 1999 (64 FR 34590), is withdrawn.

Issued in Renton, Washington, on November 19, 1999.

**D.L. Riggin,**

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

[FR Doc. 99-30802 Filed 11-24-99; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 99-NM-192-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 superseding of an existing airworthiness directive (AD), applicable to certain Boeing Model 747 series airplanes, that currently requires a one-time inspection to determine the part number of the fuel shutoff spar valve for the outboard engines. That AD also requires replacement of certain valves with new valves, or modification of the spar valve body assembly, and various follow-on actions. This action would add new requirements to accomplish those actions on additional airplanes; and would require a one-time inspection of the maintenance records of certain airplanes to determine if the fuel shutoff spar valve for the outboard engines has ever been replaced, and various follow-on actions. This proposal is prompted

by reports indicating that, due to high fuel pressure, certain fuel system components of the outboard engines have failed. The actions specified by the proposed AD are intended to prevent such high fuel pressure, which could result in failure of the fuel system components; this situation could result in fuel leakage, and, consequently, lead to an engine fire.

**DATES:** Comments must be received by January 10, 2000.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-192-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; or ITT Aerospace Controls, 28150 Industry Drive, Valencia, California 91355. 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-192-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-192-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

#### **Discussion**

On October 6, 1998, the FAA issued AD 98-21-29, amendment 39-10837 (63 FR 55517, October 16, 1998), applicable to Boeing Model 747-100, -200, -300, -400, 747SP, and 747SR series airplanes, having line numbers 629 through 1006 inclusive, and powered by General Electric or Rolls-Royce engines, to require a one-time visual inspection to determine the part number of the fuel shutoff valve for the outboard engines. That AD also requires replacement of certain valves with new valves, or modification of the spar valve body assembly, and various follow-on actions. That action was prompted by reports indicating that, due to high fuel pressure, certain fuel system components of the outboard engines have failed on in-service airplanes. The requirements of that AD are intended to prevent such high fuel pressure, which could result in failure of the fuel system components; this situation could result in fuel leakage, and, consequently, lead to an engine fire.

#### **Actions Since Issuance of Previous Rule**

Since the issuance of that AD, the FAA has received two reports indicating that, due to high fuel pressure, the fuel system components of the outboard engine have failed on Model 747 series airplanes having line numbers 629 through 1006 inclusive, and powered by Pratt & Whitney engines. Therefore, these airplanes are also subject to the identified unsafe condition.

In addition, since issuance of AD 98-21-29, the FAA has determined that Model 747 series airplanes having line numbers 1 through 628 inclusive may also have improper engine fuel shutoff spar valves installed. Proper valves were installed during production; however, the potential exists that, during a maintenance action on these airplanes, the original valve was replaced with an

improper valve. Therefore, these airplanes are also subject to the identified unsafe condition.

#### **Explanation of Relevant Service Information**

The FAA has reviewed and approved Boeing Service Bulletin 747-28A2199, Revision 1, dated October 1, 1998, and Revision 2, dated July 8, 1999, which describe procedures for an inspection to determine the part number of the fuel shutoff spar valve for the outboard engines; and replacement of certain valves with new valves and various follow-on actions. These follow-on actions include aligning valve(s), performing a check to detect leaks, and correcting any discrepancy. Revision 2 of the service bulletin also describes procedures, for certain airplanes, for an inspection of the airplane maintenance records to determine if the fuel shutoff spar valves for the outboard engines have ever been replaced or if the engines in the inboard positions have ever been installed in the outboard positions, and an inspection to detect fuel leaks of the components between the fuel shutoff spar valve and the engine fuel shutoff valve and replacement of any discrepant part with a serviceable part. Accomplishment of the actions specified in the service bulletin 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 supersede AD 98-21-29 to continue to require the actions specified in that AD. The proposed AD would add new requirements to accomplish those actions on additional airplanes; and would require a one-time inspection of the maintenance records of certain airplanes to determine if the fuel shutoff spar valve for the outboard engines has ever been replaced, and various follow-on actions that are specified in AD 98-21-29. Certain actions would be required to be accomplished in accordance with the service bulletin described previously.

#### **Explanation of Changes Made to the Requirements of AD 98-21-29**

The FAA has incorporated previously approved alternative methods of compliance to AD 98-21-29. Paragraph (a) has been revised by adding Boeing Service Bulletin 747-28A2199, Revision 1, dated October 1, 1998, and Revision 2, dated July 8, 1999, as appropriate sources of service information.

Paragraphs (b) and (c) have been revised by adding Boeing Service Bulletin 747-28A2199, Revision 2, dated July 8, 1999, as an appropriate source of service information. Additionally, a note has been added to identify the applicable maintenance manual sections for the inspections specified in paragraphs (b) and (c).

The FAA also has clarified the inspection requirements contained in paragraphs (b) and (c) of the AD. Whereas AD 98-21-29 specified a one-time inspection, the FAA has revised paragraphs (b) and (c) to clarify that its intent is to require a one-time general visual inspection. Additionally, a note has been added to the proposed rule to define that inspection.

#### **Cost Impact**

There are approximately 987 airplanes of the affected design in the worldwide fleet. The FAA estimates that 208 airplanes of U.S. registry would be affected by this proposed AD.

The one-time inspection to determine the part number of the valve that is currently required by AD 98-21-29 and retained in this proposed AD, which would affect approximately 59 airplanes of U.S. registry, takes approximately 4 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of this currently required inspection on U.S. operators is estimated to be \$14,160, or \$240 per airplane.

Should an operator be required to accomplish the one-time inspection to detect leaks and cracks (after replacement of the valve or modification of the assembly) that is currently required by AD 98-21-29 and retained in this proposed AD, it would take approximately 16 work hours per airplane, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of this inspection is estimated to be \$960 per airplane.

The new one-time inspection of the maintenance records of the airplane that is proposed in this AD action, which would affect approximately 149 airplanes of U.S. registry, would take approximately 2 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of this inspection proposed by this AD on U.S. operators is estimated to be \$17,880, or \$120 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the current or proposed requirements of this AD action, and that no operator

would accomplish those actions in the future if this AD were not adopted.

Should an operator elect to modify the valve body assembly of the fuel system rather than replace a discrepant valve, it would take approximately 20 work hours per airplane, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$404 (2 kits) per airplane. Based on these figures, the cost impact of this inspection is estimated to be \$1,604 per airplane.

### 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(f), 40113, 44701.

#### § 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-10837 (63 FR 55517, October 16, 1998), and by adding

a new airworthiness directive (AD), to read as follows:

**Boeing:** Docket 99-NM-192-AD. Supersedes AD 98-21-29, Amendment 39-10837.

**Applicability:** Model 747 series airplanes, line numbers 1 through 1006 inclusive, 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 (h)(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 high fuel pressure in components between the fuel shutoff spar valve and the engine fuel shutoff valve, which could result in failure of the fuel system components, lead to fuel leakage, and, consequently, lead to a possible engine fire, accomplish the following:

#### Restatement of Actions Required by AD 98-21-29, Amendment 39-10837:

##### One-Time Inspection

(a) For airplanes having line numbers 629 through 1006 inclusive and powered by General Electric or Rolls-Royce engines: Within 18 months after November 20, 1998 (the effective date of AD 98-21-29, amendment 39-10837), perform a one-time inspection to determine the part number of the fuel shutoff spar valve for the left- and right-hand outboard engines, in accordance with Boeing Alert Service Bulletin 747-28A2199, dated August 1, 1996; Boeing Service Bulletin 747-28A2199, Revision 1, dated October 1, 1998; or Boeing Service Bulletin 747-28A2199, Revision 2, dated July 8, 1999.

##### Replacement

(1) If a valve having part number (P/N) S343T003-40 (ITT P/N 125334D-1) is installed, no further action is required by this AD.

(2) If a valve having P/N S343T003-40 (ITT P/N 125334D-1) is not installed, prior to further flight, accomplish either paragraph (a)(2)(i) or (a)(2)(ii) of this AD.

(i) Replace the valve with a new valve, in accordance with the service bulletin. Prior to further flight following accomplishment of the replacement, align the valve(s), perform a check to detect leaks, and correct any discrepancy, in accordance with the service bulletin. Or

(ii) Modify the valve body assembly of the fuel system in accordance with ITT Service Bulletin SB125120-28-01, ITT Service Bulletin SB107970-28-01, and ITT Service Bulletin SB125334-28-01; all dated July 15, 1996.

##### Inspection

(b) For airplanes having line numbers 629 through 1006 inclusive and powered by General Electric or Rolls-Royce engines: Except as provided in paragraph (c) of this AD, prior to further flight following accomplishment of paragraph (a)(2) of this AD, perform a one-time general visual inspection to detect fuel leaks of the components between the fuel shutoff spar valve and the engine fuel shutoff valve on all four engines, in accordance with the applicable section that pertains to Rolls-Royce RB211 series engines or General Electric CF6-80C and CF6-45/50 series engines in Chapter 71 of the Boeing 747 Airplane Maintenance Manual (AMM), or Boeing Service Bulletin 747-28A2199, Revision 2, dated July 8, 1999. If any leak is detected, prior to further flight, replace the part with a serviceable part. No further action is required by this AD.

**Note 2:** For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

(c) For airplanes having line numbers 629 through 1006 inclusive, powered by General Electric or Rolls-Royce engines, and having maintenance records that positively demonstrate that the inboard engines have never been located in the outboard position: Prior to further flight following accomplishment of paragraph (a)(2) of this AD, perform a one-time general visual inspection to detect fuel leaks of the components between the fuel shutoff spar valve and the engine fuel shutoff valve on the outboard engines only, in accordance with the applicable section that pertains to Rolls-Royce RB211 series engines or General Electric CF6-80C and CF6-45/50 series engines in Chapter 71 of the Boeing 747 AMM, or Boeing Service Bulletin 747-28A2199, Revision 2, dated July 8, 1999. If any leak is detected, prior to further flight, replace the part with a serviceable part. No further action is required by this AD.

**Note 3:** Accomplishment of the actions specified in AMM 71-00-00/501, Test No. 2, "Fuel and Oil Leak Check," for Rolls-Royce RB211 series engines, and AMM 71-00-00/501, Test No. 3, "Ground Test—Idle Leak Check (or Idle Power)," for General Electric CF6-80C and CF6-45/50 series engines, is acceptable for compliance with the actions specified by paragraphs (b) and (c) of this AD.

#### New Actions Required by This AD

##### Inspection

(d) For airplanes having line numbers 1 through 628 inclusive: Within 18 months after the effective date of this AD, perform a one-time inspection of the maintenance records of the airplane to determine if the fuel shutoff spar valve for the left- and right-

hand outboard engines has ever been replaced, in accordance with Boeing Service Bulletin 747-28A2199, Revision 2, dated July 8, 1999.

(1) If neither valve has been replaced, no further action is required by this AD.

(2) If either valve has been replaced, prior to further flight, accomplish paragraph (e) of this AD for that valve.

(e) For airplanes having line numbers 629 through 1006 inclusive and powered by Pratt & Whitney engines, or for airplanes having line numbers 1 through 1006 inclusive and powered by General Electric or Rolls-Royce engines on which a fuel shutoff spar valve has been replaced: Within 18 months after the effective date of this AD, perform a one-time inspection to determine the part number of the fuel shutoff spar valve for the left- and right-hand outboard engines, as applicable, in accordance with Boeing Alert Service Bulletin 747-28A2199, dated August 1, 1996; Boeing Service Bulletin 747-28A2199, Revision 1, dated October 1, 1998; or Boeing Service Bulletin 747-28A2199, Revision 2, dated July 8, 1999.

#### Replacement

(1) If a valve having P/N S343T003-40 (ITT P/N 125334D-1) is installed, no further action is required by this AD.

(2) If a valve having P/N 60B92406-161 (ITT P/N 125334-1), P/N 60B92406-81 (ITT P/N 125120-1), or P/N 60B92406-201 (ITT P/N 107970-1) is installed, accomplish either paragraph (f) or (g) of this AD, as applicable.

(3) If a valve having P/N S343T003-40 (ITT P/N 125334D-1), P/N 60B92406-161 (ITT P/N 125334-1), P/N 60B92406-81 (ITT P/N 125120-1), or P/N 60B92406-201 (ITT P/N 107970-1) is not installed, prior to further flight, accomplish either paragraph (e)(3)(i) or (e)(3)(ii), and either paragraph (f) or (g) of this AD, as applicable.

(i) Replace the valve with a new valve, in accordance with the service bulletin. Prior to further flight following accomplishment of the replacement, align the valve(s), perform a check to detect leaks, and correct any discrepancy, in accordance with the service bulletin. Or

(ii) Modify the valve body assembly of the fuel system in accordance with ITT Service Bulletin SB125120-28-01, ITT Service Bulletin SB107970-28-01, and ITT Service Bulletin SB125334-28-01; all dated July 15, 1996.

#### Inspection

(f) Except as provided in paragraph (g) of this AD, prior to further flight following accomplishment of paragraph (e) of this AD, perform a one-time general visual inspection to detect fuel leaks of the components between the fuel shutoff spar valve and the engine fuel shutoff valve on all four engines, in accordance with Boeing Service Bulletin 747-28A2199, Revision 2, dated July 8, 1999. If any leak is detected, prior to further flight, replace the part with a serviceable part.

(g) For airplanes having maintenance records that positively demonstrate that the inboard engines have never been located in the outboard position: Prior to further flight following accomplishment of paragraph (e) of this AD, perform a one-time general visual

inspection to detect fuel leaks of the components between the fuel shutoff spar valve and the engine fuel shutoff valve on the outboard engines only, in accordance with Boeing Service Bulletin 747-28A2199, Revision 2, dated July 8, 1999. If any leak is detected, prior to further flight, replace the part with a serviceable part.

#### Alternative Methods of Compliance

(h)(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.

(h)(2) Alternative methods of compliance, approved previously in accordance with AD 98-21-29, amendment 39-10837, are approved as alternative methods of compliance with paragraph (a), (a)(1), (a)(2), (a)(2)(i), (b), and (c) of this AD.

**Note 4:** 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 §§ 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 November 19, 1999.

**D.L. Riffin,**

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

[FR Doc. 99-30801 Filed 11-24-99; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-NM-219-AD]

RIN 2120-AA64

#### Airworthiness Directives; Dornier Model 328-100 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 Dornier Model 328-100 series airplanes, equipped with ground spoiler actuators having part number 1059A0000-02. This proposal would require removal of the gland attachment bolts of the ground spoiler actuator and

replacement with new bolts installed with higher torque. This proposal is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by the proposed AD are intended to prevent hydraulic fluid leakage due to loose or broken gland attachment bolts, and consequent loss of the main hydraulic system.

**DATES:** Comments must be received by December 27, 1999.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-219-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 Fairchild Dornier, Dornier Luftfahrt GmbH, P.O. Box 1103, D-82230 Wessling, Germany. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

#### 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:

#### 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.