

(d)(1) Within 30 days after accomplishing the initial displacement test required by paragraph (a) of this AD: Submit a report of the testing to the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; fax (425) 227-1181. The report must include the displacement testing results (both positive and negative findings), test data for any failed valve assemblies, a description of any discrepancies if found, the part number and serial number of each rudder PCU tested, and the airplane serial number.

(2) Within 30 days after accomplishing any repetitive displacement testing required by paragraph (a) of this AD: Submit a report of any failed valve assembly to the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; fax (425) 227-1181. The report must include the displacement testing results of any failed valve assembly, test data for any failed valve assemblies, a description of any discrepancies found, the part number and serial number of each rudder PCU with a failed valve assembly, and the airplane serial number.

(3) Within 30 days after accomplishing the initial displacement test required by paragraph (a) of this AD: Submit failed valve assemblies for analysis to Parker Hannifin Corporation, Chief Engineer, Customer Support Operations, 16666 Von Karman Avenue, Irvine, California 92606.

(4) Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

Alternative Methods of Compliance

(e) 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 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

(f) 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

(g) The actions shall be done in accordance with Boeing Alert Service Bulletin 737-27A1221, Revision 1, dated January 28, 1999, or Boeing Alert Service Bulletin 737-27A1222, Revision 1, dated January 28, 1999. This incorporation by reference of those documents was previously approved by the Director of the **Federal Register** as of June 28,

1999 (64 FR 27905, May 24, 1999). 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.

(h) The effective date of this amendment remains June 28, 1999.

Issued in Renton, Washington, on December 7, 1999.

D.L. Riffin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-315-AD; Amendment 39-11461; AD 99-26-01]

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 a one-time inspection to verify the tension values of the aileron control cables of the left-and right-hand wings, and corrective actions, if necessary. This action also requires either replacement of the aileron control cables with new, improved aileron control cables, or replacement of the aileron control cables with new, improved aileron control cables and modification of the pulley bracket on the rear face of the bulkhead at frame station 3100. The FAA is issuing this AD in response to mandatory continuing airworthiness information issued by a foreign civil airworthiness authority. The actions specified in this AD are intended to prevent interference between the turnbuckles of the aileron control cables and the lightening holes, which could result in binding of the aileron control cables and consequent reduced controllability of the airplane.

DATES: Effective January 12, 2000.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulation as of January 12, 2000.

The FAA must receive any comments on this rule on or before January 12, 2000.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-315-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

You may get the service information referenced in this AD from Fokker Services B.V., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands. You may examine this information at 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, during regular business hours.

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 FAA that an unsafe condition may exist on certain Fokker Model F27 Mark 050 series airplanes. The RLD received reports indicating that reduced tension of the aileron control cables could cause the cable turnbuckles to rub against the edges of the lightening holes, through which the aileron control cables run. This interference, if not corrected, could result in binding of the aileron control cables and consequent reduced controllability of the airplane.

Explanation of Relevant Service Information

The manufacturer issued Fokker Service Bulletin SBF50-27-016, Revision 3, dated April 29, 1996. This bulletin describes procedures you must use for adjusting the tension of the aileron control cables, and includes information for replacing the aileron control cables with new, improved aileron control cables and modification of the pulley bracket on the rear face of the bulkhead at frame station 3100.

The manufacturer also issued Fokker Service Bulletin SBF50-27-040, dated May 10, 1996. This bulletin describes an alternative procedure for replacing the aileron control cables with new, improved aileron control cables.

When you accomplish the actions specified in these service bulletins, you will adequately address the identified unsafe condition. The RLD classified

these service bulletins as mandatory and issued Dutch airworthiness directive 1995-075/3 (A), dated May 31, 1996, in order to ensure the continued airworthiness of these airplanes in the Netherlands.

FAA's Conclusions

This airplane model is manufactured in the Netherlands and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.19) and the applicable bilateral airworthiness agreement. The FAA examined the findings of the RLD, reviewed the available information, and determined that we should issue an AD covering products of this type design certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, FAA is issuing this AD to require you to take action to prevent interference between the turnbuckles of the aileron control cables and the lightening holes, which could result in binding of the aileron control cables and consequent reduced controllability of the airplane. This AD requires you to accomplish the actions specified in the service bulletins described previously, except as discussed below.

Differences Between Final Rule and Service Information

Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF50-27-016, Revision 3, recommends adjustment of the aileron control cables. This AD requires an inspection to verify the tension values of the aileron control cables of the left- and right-hand wings prior to adjustment of the aileron control cables. If the tension values of the aileron control cables are within the limits specified by Part 1 of the Accomplishment Instructions, you do not need to adjust the aileron control cables.

Cost Impact

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

action. However, FAA considers that this rule is necessary to ensure that the unsafe condition is addressed if any of these airplanes are 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 10 work hours to accomplish the required inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of this AD would be \$600 per airplane.

If an affected airplane is placed on the U.S. register, and the operator chooses to comply with this AD using the requirements listed in paragraph (d)(2)(i), which includes replacing the aileron control cables, it would take about 24 work hours. The average labor rate is \$60 per work hour, and the required parts would cost about \$1,517. The total cost for parts and labor is estimated to be \$2,957 per airplane.

If an affected airplane is placed on the U.S. register, and the operator chooses to comply with this AD using the requirements listed in paragraph (d)(2)(ii), which includes replacing the aileron control cables and modifying the pulley bracket, it would take about 170 work hours. The average labor rate is \$60 per work hour, and the required parts would cost about \$2,300. The total cost for parts and labor is estimated to be \$12,500 per airplane.

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and opportunity for public comment, FAA invites comments on this rule. You may submit whatever written data, views, or arguments you choose. You need to include the rule's docket number and submit your comments to the address specified under the caption "ADDRESSES." The FAA will consider all comments received on or before the closing date. We may amend this rule in light of comments received. Factual information that supports your ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether we need to take additional rulemaking action.

The FAA is re-examining the writing style we currently use in regulatory documents, in response to the

Presidential memorandum of June 1, 1998. That memorandum requires federal agencies to communicate more clearly with the public. We are interested in your comments on whether the style of this document is clearer, and in any other suggestions you might have to improve the clarity of FAA communications that affect you. You can get more information about the Presidential memorandum and the plain language initiative at <http://www.plainlanguage.gov>.

The FAA specifically invites comments on the overall regulatory, economic, environmental and energy aspects of this rule that might suggest a need to modify this rule. You may examine all comments we receive before and after the closing date in the rule in the Rules Docket. We will file a report in the Rules Docket that summarizes each FAA contact with the public that concerns the substantive parts of this AD.

If you want us to acknowledge the receipt of your comments, you must include a self-addressed, stamped postcard. On the postcard, write "Comments to Docket Number 99-NM-315-AD." We will date stamp and mail the postcard back to you.

Regulatory Impact

These regulations will not have a substantial direct effect 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, the FAA has determined that this final rule does not have federalism implications under Executive Order 13132.

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. The FAA has prepared a final evaluation and placed it in the Rules Docket. You can get a copy of this evaluation at the location listed 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, under the authority delegated to me by the Administrator, the Federal Aviation Administration

amends 14 CFR part 39 (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. FAA amends § 39.13 by adding the following new airworthiness directive:

99-26-01 Fokker Services B.V.: Amendment 39-11461. Docket 99-NM-315-AD.

(a) What airplanes does this directive apply to? This directive applies to:

Manufacturer	Model	Series	Line/Serial #	Cert. Category
Fokker	F27	Mark 050	20103-20172	All.

(b) Who must comply with this AD?

Anyone who wishes to operate any of the above airplanes on the U.S. Register. However, the AD does not apply to your airplane if you already accomplished the requirements of either:

(1) Fokker Service Bulletin SBF50-27-040, dated May 10, 1996, or

(2) Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF50-27-016, Revision 3, dated April 29, 1996.

(c) What problem does this AD address?

There is evidence that the turnbuckles of the aileron control cables can interfere with the lightening holes. This can cause the control cables to bind, which can reduce the pilot's ability to control the airplane.

(d) What must I do to address this problem?

To address this problem, you must:

(1) Perform a one-time inspection to verify the tension values of the aileron control cables. Perform this inspection within 30 days after the effective date of this AD. The tension values are specified in Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF50-27-016, Revision 3, dated April 29, 1996.

(i) If the tension values of the aileron control cables are within the values specified in the service bulletin, you need to take no further action to comply with paragraph (d)(1) of this AD.

(ii) If the tension values of the aileron control cables are not within the values specified in the service bulletin, then prior to further flight, adjust the aileron control cables to the specified tension values in accordance with the service bulletin.

(2) Within 5 months after the effective date of this AD, or at the next scheduled 4,000 flight hour inspection, whichever occurs first, accomplish paragraph (d)(2)(i) or (d)(2)(ii) of the AD. Since the new, improved aileron control cables are not interchangeable with the existing aileron control cables, you must replace all aileron control cables at the same time.

(i) Replace all aileron control cables with new, improved aileron control cables, in accordance with Fokker Service Bulletin SBF50-27-040, dated May 10, 1996; or

(ii) Replace all aileron control cables with new, improved aileron control cables; and modify the pulley bracket on the rear face of the bulkhead at frame station 3100; in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF50-27-016, Revision 3, dated April 29, 1996.

(e) *Can I comply with this AD in any other way?* Yes.

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative provides an acceptable level of safety; and

(ii) The Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, approves your alternative. Submit your request for approval through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager.

(2) This AD applies to each airplane identified in paragraph (a) of this AD, regardless of whether it has been otherwise 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 (e) 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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact the International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue you a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Yes. Actions required by this AD must be done in accordance with Fokker Service Bulletin SBF50-27-040, dated May 10, 1996, or Fokker Service Bulletin SBF50-27-016, Revision 3, dated April 29, 1996, as applicable. Fokker Service Bulletin SBF50-27-016, Revision 3, includes the following effective pages:

Page No.	Revision Level Shown on Page	Date Shown on Page
1-5, 10, 12	3	Apr. 29, 1996.
6, 9	2	July 7, 1992.
7, 8, 11, 15, 16	1	May 24, 1991.
13, 14	Original	Dec. 29, 1989.

The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies of these service bulletins from Fokker Services B.V., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands. You can look at copies at 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.

Note: The subject of this AD is addressed in issued Dutch airworthiness directive 1995-075/3 (A), dated May 31, 1996.

(i) When does this amendment become effective? This amendment becomes effective on January 12, 2000.

Issued in Renton, Washington, on December 6, 1999.

D.L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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