

SMALL BUSINESS ADMINISTRATION**13 CFR Part 120****Notice of Public Hearing on Proposed Regulatory Changes to Business Loan Program**

AGENCY: Small Business Administration.

ACTION: Notice of public hearing.

SUMMARY: On November 8, 1999, the U.S. Small Business Administration (SBA) published a proposed rule in the **Federal Register** (64 FR 60735) that would amend the regulations governing Certified Development Companies ("CDCs").

SBA will hold a public hearing to provide the public an opportunity to comment orally on the proposed rule. Individuals wishing to make a presentation must register as a speaker. Presentations will be limited to 10 minutes although this period may be shortened or lengthened to accommodate all individuals registering to speak. Written copies of the presentation may be submitted for the record. Members of the hearing panel may ask questions of the speaker, but speakers will not be allowed to question each other.

DATES: SBA will hold a public hearing on January 7, 2000, from 10 a.m. to 1:30 p.m.

ADDRESSES: The hearing will be held in the 8th Floor Eisenhower Conference Room of the U.S. Small Business Administration, located at 409 Third Street, SW., Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Technical Information: Gail H. Hepler, 202-205-7530

Speaker Registration: Sandy Johnston, 202-205-7528

If you wish to make a presentation, please submit your name and the name of your organization to Sandy Johnston by January 5, 2000.

Dated: December 9, 1999.

Jane Palsgrove Butler,

Associate Administrator for Financial Assistance.

[FR Doc. 99-32308 Filed 12-14-99; 8:45 am]

BILLING CODE 8025-01-P

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

[Docket No. 99-NM-228-AD]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 747 and 767 Series Airplanes Powered by General Electric Model CF6-80C2 Series Engines

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 and 767 series airplanes, that currently requires revising the FAA-approved Airplane Flight Manual (AFM) to prohibit the use of certain fuels; and either replacing an existing placard with a new placard, or replacing all dribble flow fuel nozzles (DFFN) with standard fuel nozzles, which terminates the requirements for the new placard and AFM revision. This action would continue these requirements and add identical requirements applicable to airplanes on which standard fuel nozzles are not installed. This proposal is prompted by a report of an engine flameout due to use of JP-4 or Jet B fuel during certification testing on an engine with DFFN's installed. The actions specified by the proposed AD are intended to prevent such engine flameouts and consequent engine shutdown.

DATES: Comments must be received by January 31, 2000.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-228-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. 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-228-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-228-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On April 9, 1998, the FAA issued AD 98-08-23, amendment 39-10472 (63 FR 18817, April 16, 1998), applicable to certain Boeing Model 747 and 767 series airplanes powered by General Electric (GE) Model CF6-80C2 series engines, to require revising the FAA-approved Airplane Flight Manual (AFM) to prohibit the use of certain fuels; and either replacing an existing placard with a new placard, or replacing all dribble flow fuel nozzles (DFFN) with standard fuel nozzles, which terminates the requirements for the new placard and AFM revision. That action was prompted by a report of an engine flameout due to use of JP-4 or Jet B fuel

during certification testing on an engine with DFFN's installed. The requirements of that AD are intended to prevent such engine flameouts and consequent engine shutdown.

Actions Since Issuance of Previous Rule

Since the issuance of that AD, GE has designed two new DFFN's to address in-service problems with the fuel nozzle heat shield attachment. The heat shield improvement is necessary to minimize the potential for a combustor burn-through event. However, the new heat shield design does not address the design issue associated with the wide cut fuel restrictions required by AD 98-08-23. Therefore, airplanes equipped with the new DFFN's would still be subject to the unsafe condition addressed in AD 98-08-23.

However, because the part numbers of these new GE DFFN's are not specified in Boeing Alert Service Bulletin 747-11A2052, or Boeing Alert Service Bulletin 767-11A0031, both dated September 11, 1997 (which were listed in AD 98-08-23 as appropriate sources of service information), operators having airplanes with the new DFFN's installed would not be required to comply with AD 98-08-23. Therefore, a fleet-wide wide cut fuel restriction, similar to that required by AD 98-08-23, is included in the design approval of the new GE DFFN's.

The FAA has determined, however, that if an operator obtains the new GE DFFN's through a source other than the airplane or engine manufacturer, there is no way to ensure that the operator would comply with the wide cut fuel restriction for all airplanes in its fleet. Therefore, to ensure that the fuel restriction applies to all affected airplanes, the FAA finds that additional rulemaking action is required. This proposed AD follows from that determination.

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Alert Service Bulletin 747-11A2052, Revision 1, dated August 5, 1999 (for Model 747 series airplanes); and Boeing Alert Service Bulletin 767-11A0031, Revision 1, dated August 12, 1999 (for Model 767 series airplanes). The alert service bulletins describe procedures for replacing the existing placard on the door of the fueling control panel with a new placard that prohibits the use of JP-4 and Jet B fuels (wide cut fuels). Additionally, the alert service bulletins describe procedures for removing any DFFN's, including the new DFFN's, and replacing them with

standard fuel nozzles, which eliminates the need for the new placard.

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 98-08-23 to continue to require revisions to the FAA-approved AFM to prohibit the use of wide cut fuels. This action also would continue to require either replacement of the existing placard on the door of the fueling control panel with a new placard, or replacement of all DFFN's with standard fuel nozzles (the latter option terminates the requirements for an AFM revision and a new placard). The replacements would be required to be accomplished in accordance with the applicable alert service bulletin described previously, except as discussed below.

Differences Between Alert Service Bulletins and Proposed Rule

Operators should note that, although the alert service bulletins only apply to airplanes on which DFFN's are installed, this proposed AD would apply to any airplane that does not have certain fuel nozzles installed. The FAA has determined that, because GE is continuing to design and certify new DFFN's, it is necessary to identify the part numbers of acceptable standard fuel nozzles rather than the part numbers of DFFN's to preclude the need for future rulemaking.

Explanation of Changes Made to the Requirements of AD 98-08-23

Operators should note that paragraphs (a) and (b) of AD 98-08-23 have not been restated in this proposal. Those paragraphs in AD 98-08-23 restate the requirements of AD 97-22-04, amendment 39-10175 (62 FR 55728, October 28, 1997), and require, for all airplanes with DFFN's installed, revising the FAA-approved AFM to prohibit the use of certain fuels; and either replacing an existing placard with a new placard, or replacing all DFFN with standard fuel nozzles. AD 98-08-23 required the same actions, but made those requirements applicable to all airplanes in an operator's fleet if a DFFN was installed on any airplane in that operator's fleet. The FAA finds that the original requirements of AD 97-22-04 are implicit in the requirements introduced by AD 98-08-23. Because the compliance time for the requirements of AD 98-08-23 has already passed, it is unnecessary to

restate the requirements of AD 97-22-04.

The FAA also has incorporated previously approved alternative methods of compliance to AD 98-08-23. Paragraph (a) of this proposed AD references Boeing Alert Service Bulletin 747-11A2052, Revision 1, dated August 5, 1999 (for Model 747 series airplanes), or Boeing Alert Service Bulletin 767-11A0031, Revision 1, dated August 12, 1999 (for Model 767 series airplanes), as applicable, as appropriate sources of service information.

In addition, to clarify which DFFN part numbers were subject to the existing AD, paragraph (a) of this AD has been revised to specify the part numbers of DFFN's for which that paragraph is applicable.

Cost Impact

There are approximately 430 airplanes of the affected design in the worldwide fleet. The FAA estimates that 115 airplanes of U.S. registry would be affected by this proposed AD.

The AFM revision that is currently required by AD 98-08-23, and retained in this proposed AD, takes approximately 1 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required actions on U.S. operators is estimated to be \$6,900, or \$60 per airplane.

The placard replacement that is currently required by AD 98-08-23, and retained in this proposed AD, takes approximately 1 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts cost approximately \$12 per airplane. Based on these figures, the cost impact of the currently required actions on U.S. operators is estimated to be \$8,280, or \$72 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.

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(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-10472 (63 FR 18817, April 16, 1998), and by adding a new airworthiness directive (AD), to read as follows:

Boeing: Docket 99-NM-228-AD. Supersedes AD 98-08-23, Amendment 39-10472.

Applicability: Model 747 and 767 series airplanes, powered by General Electric Model CF6-80C2 series engines, 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 (g)(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 engine flameouts due to the use of JP-4 or Jet B fuel on certain engines with

dribble flow fuel nozzles (DFFN) installed, and consequent engine shutdown, accomplish the following:

Restatement of Requirements of AD 98-08-23

Airplane Flight Manual Revision

(a) If a DFFN having General Electric part number 9331M72P33, 9331M72P34, or 9331M72P41 is installed on any airplane in a specific operator's fleet, accomplish the requirements of paragraphs (a)(1) and (a)(2) of this AD; in accordance with either Boeing Alert Service Bulletin 747-11A2052, dated September 11, 1997, or Revision 1, dated August 5, 1999 (for Model 747 series airplanes); or Boeing Alert Service Bulletin 767-11A0031, dated September 11, 1997, or Revision 1, dated August 12, 1999 (for Model 767 series airplanes); as applicable.

(1) Within 14 days after May 1, 1998 (the effective date of AD 98-08-23), all airplanes in a specific operator's fleet must revise Section 1 of the Limitations Section of the FAA-approved AFM to include the following procedures. This may be accomplished by inserting a copy of this AD into the AFM.

(i) Revise paragraph 1 of the Engine Fuel System section to read as follows: "The fuel designation is General Electric (GE) Specification D50TF2, as revised. Fuel conforming to commercial jet fuel specification ASTM-D-1655, Jet A, and Jet A-1 are authorized for unlimited use in this engine. Fuels conforming to MIL-T-5624 grade JP-5 and MIL-T-83113 grade JP-8 are acceptable alternatives. The engine will operate satisfactorily with any of the foregoing fuels or any mixture thereof." And,

(ii) Add the following sentence to paragraph 2 of the Engine Fuel System section: "The use of Jet B and JP-4 fuel is prohibited."

Modification

(2) Within 30 days after May 1, 1998, all airplanes in a specific operator's fleet must accomplish the requirements of paragraph (a)(2)(i) or (a)(2)(ii) of this AD, as applicable.

(i) Remove the existing placard on the door of the fueling control panel and replace it with a new placard that restricts the use of JP-4 and Jet B fuels (wide cut fuels), in accordance with the applicable alert service bulletin. Or

(ii) Remove the DFFN's, and replace them with standard fuel nozzles, in accordance with the applicable alert service bulletin. When an operator's entire fleet has had all DFFN's replaced with standard fuel nozzles, the AFM revision required by paragraphs (a)(1)(i) and (a)(1)(ii) of this AD may be removed from the AFM, and the placard required by paragraph (a)(2)(i) of this AD may be removed from each airplane.

Spares

(b) As of May 1, 1998, no person shall install any DFFN having General Electric part number 9331M72P33, 9331M72P34, or 9331M72P41 on any airplane unless the requirements specified by paragraphs (a)(1)(i), (a)(1)(ii), and (a)(2)(i) of this AD have been accomplished for the operator's entire fleet.

New Requirements of This AD

Airplane Flight Manual Revision

(c) If a fuel nozzle NOT having one of the General Electric part numbers listed in Table 1 of this AD is installed on any airplane in a specific operator's fleet: Within 14 days after the effective date of this AD, revise Section 1 of the Limitations Section of the FAA-approved AFM for each airplane in the operator's fleet to include the following procedures. This may be accomplished by inserting a copy of this AD into the AFM.

TABLE 1.—GENERAL ELECTRIC FUEL NOZZLES ACCEPTABLE FOR INSTALLATION

Part Number
9331M72P14
9331M72P20
9331M72P21
9331M72P23
9331M72P24
9331M72P27
9331M72P28
9331M72P39
9331M72P40
1968M49P03
1968M49P04
1968M49P05
1968M49P06

(1) Revise paragraph 1 of the Engine Fuel System section to read as follows: "The fuel designation is General Electric (GE) Specification D50TF2, as revised. Fuel conforming to commercial jet fuel specification ASTM-D-1655, Jet A, and Jet A-1 are authorized for unlimited use in this engine. Fuels conforming to MIL-T-5624 grade JP-5 and MIL-T-83113 grade JP-8 are acceptable alternatives. The engine will operate satisfactorily with any of the foregoing fuels or any mixture thereof." And,

(2) Add the following sentence to paragraph 2 of the Engine Fuel System section: "The use of Jet B and JP-4 fuel is prohibited."

Modification

(d) If a fuel nozzle not having one of the General Electric part numbers listed in Table 1 of this AD is installed on any airplane in a specific operator's fleet: Within 30 days after the effective date of this AD, accomplish the requirements of paragraph (d)(1) or (d)(2) of this AD on each airplane in the operator's fleet, in accordance with either Boeing Alert Service Bulletin 747-11A2052, Revision 1, dated August 5, 1999 (for Model 747 series airplanes); or Boeing Alert Service Bulletin 767-11A0031, Revision 1, dated August 12, 1999 (for Model 767 series airplanes); as applicable.

(1) Remove the existing placard on the door of the fueling control panel and replace it with a new placard that restricts the use of JP-4 and Jet B fuels (wide cut fuels), in accordance with the applicable alert service bulletin. Or

(2) Remove any fuel nozzle having a part number not listed in Table 1 of this AD, and replace it with a fuel nozzle having a part number listed in Table 1 of this AD, in accordance with the applicable alert service bulletin. When an operator's entire fleet has only fuel nozzles having a part number listed in Table 1 of this AD installed, the AFM revision required by paragraph (c) of this AD may be removed from the AFM, and the placard required by paragraph (d)(1) of this AD may be removed from each airplane.

(e) Except as provided by paragraphs (b) and (f) of this AD, if all fuel nozzles installed on any airplane in a specific operator's fleet have one of the General Electric part numbers listed in Table 1 of this AD, no further action is required by this AD.

Spares

(f) As of the effective date of this AD, no person shall install any fuel nozzle NOT having one of the General Electric part numbers listed in Table 1 of this AD on any airplane unless the requirements specified by paragraphs (c)(1), (c)(2), and (d)(1) of this AD have been accomplished for the operator's entire fleet.

Alternative Methods of Compliance

(g)(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.

(g)(2) Alternative methods of compliance, approved previously in accordance with AD 98-08-23, amendment 39-10472, are approved as alternative methods of compliance with this AD.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(h) 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.

Issued in Renton, Washington, on December 9, 1999.

D.L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-32510 Filed 12-14-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-347-AD]

RIN 2120-AA64

Airworthiness Directives; British Aerospace Model BAe 146 and Avro 146-RJ 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 all British Aerospace Model BAe 146 and Avro 146-RJ series airplanes. This proposal would require a one-time inspection to detect cracking or corrosion of the forward attachment bolts of the engine pylon to wing interface, and corrective action, if necessary. It would also require re-installation with re-protected and sealed bolts torqued to a lower level. 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 detect and correct corrosion or cracking of the forward attachment bolts of the engine pylon to wing interface, which could result in reduced structural integrity of the engine pylon attachment.

DATES: Comments must be received by January 14, 2000.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-347-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 British Aerospace Regional Aircraft American Support, 13850 McLearn Road, Herndon, Virginia 20171. 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.

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-347-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-347-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, recently notified the FAA that an unsafe condition may exist on all British Aerospace Model BAe 146 and Avro 146-RJ series airplanes. The CAA advises that in-service airplanes have suffered a total of eight failures of engine pylon to wing forward attachment bolts, due to corrosion in the bolt head undercut. This condition, if not corrected, could result in reduced structural integrity of the engine pylon attachment.

Explanation of Relevant Service Information

British Aerospace has issued Service Bulletin SB.54-10, dated September 16,