

§ 39.13 [Amended]

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

Rolls-Royce plc: Docket No. 99-NE-61-AD.

Applicability: Rolls-Royce plc (R-R) Tay 650-15 series turbofan engines, with stage 1 high pressure turbine (HPT) disks, part numbers (P/Ns) JR32013 and JR33838, and stage 1 low pressure turbine (LPT) disks, P/N JR32318A. These engines are installed on but not limited to Fokker F.28 Mark 0100 (F100) series aircraft.

Note 1: This airworthiness directive (AD) applies to each engine 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 engines 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 prevent crack initiation and propagation leading to turbine disk failure, which could result in an uncontained engine failure and damage to the aircraft, accomplish the following:

Flight Plan Profile C

(a) Remove from service stage 1 HPT disks, P/Ns JR32013 and JR33838, and stage 1 LPT disks, P/N JR32318A, operated under flight plan profile C, as defined in the R-R Tay Engine Manual, 70-01-10, pages 1-10, prior to accumulating 18,000 cycles-since-new (CSN), and replace with serviceable parts.

Flight Plan Profile D

(b) Remove from service stage 1 HPT disks, P/Ns JR32013 and JR33838, and stage 1 LPT disks, P/N JR32318A, operated under flight plan profile D, as defined in the R-R Tay Engine Manual, 70-01-10, pages 1-10, prior to accumulating 14,250 CSN, and replace with serviceable parts.

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, Engine Certification Office (ECO). Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

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

Ferry Flights

(d) 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 aircraft to a location where the requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on January 5, 2000.

Thomas A. Boudreau,

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

[FR Doc. 00-601 Filed 1-11-00; 8:45 am]

BILLING CODE 4910-13-U

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

[Docket No. 99-NM-196-AD]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A330 and A340 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 Airbus Model A330 and A340 series airplanes. This proposal would require repetitive detailed visual and ultrasonic inspections of the main landing gear (MLG) to detect fatigue cracks; and repair, if necessary. This proposal also would require replacement of certain nose landing gear (NLG) handwheel controllers with new controllers; replacement of certain placards with new placards; installation of steering angle recording software; corrective action for exceeding certain steering angles; and an AFM revision to limit the nose wheel steering angle for pushback and towing and to limit the nose wheel steering for powered turns. 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 MLG failure due to fatigue cracking, which could result in reduced structural capability of the airplane and collapse of the MLG.

DATES: Comments must be received by February 11, 2000.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-196-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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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-196-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-196-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Direction Generale de l'Aviation Civile (DGAC), which is the airworthiness authority for France,

notified the FAA that an unsafe condition may exist on all Airbus Model A330 and A340 series airplanes. The DGAC advises that a right main landing gear (MLG) of a Model A340 failed during landing. Investigation revealed a fatigue crack had initiated in the upper part of the MLG main fitting cylindrical barrel. This fatigue crack is a result of repetitive loading during high steering and/or towing angles when turning. This condition, if not corrected, could result in MLG failure due to fatigue cracking, which could result in reduced structural capability of the airplane and collapse of the MLG.

Explanation of Relevant Service Information

Airbus has issued Service Bulletin A330-32A3088, Revision 02, dated June 10, 1999 (for Model A330 series airplanes), and Service Bulletin A340-32A4124, Revision 01, dated November 20, 1998, which describe procedures for repetitive detailed visual and ultrasonic inspection of the MLG to detect fatigue cracks; and corrective actions, if necessary. The corrective actions involve a detailed magnetic particle inspection of the MLG to detect fatigue cracks, and repair, if necessary.

Airbus also has issued Service Bulletin A330-32-3089, dated November 2, 1998 (for Model A330 series airplanes), and Service Bulletin A340-32-4126, dated November 2, 1998 (for Model A340 series airplanes), which describe procedures for replacement of placards on the left and right-hand sides of the aft mechanically-operated nose landing gear doors with new placards.

Airbus also has issued Flight Operations TELEX (FOT) 999.0099/98, Revision 5, dated May 21, 1999, which describes procedures for revising the procedures of the Flight Crew Operating Manual to limit the nose wheel steering angle for pushback and towing and to limit the nose wheel steering for powered turns.

Airbus also has issued Service Bulletin A330-32-3091, Revision 01, dated December 2, 1998 (for Model A330 series airplanes), and Service Bulletin A340-32-4128, Revision 01, dated December 2, 1998 (for Model A340 series airplanes), which describe procedures for replacement of nose wheel steering controllers with new controllers.

In addition, Airbus has issued Service Bulletin A330-32-3092, Revision 02, dated June 10, 1999 (for Model A330 series airplanes), and Service Bulletin A340-32-4131, Revision 01, dated June 10, 1999 (for Model A340 series airplanes), which describe procedures

for modification of the functional software of the brake steering and control unit (BSCU). This modification can be utilized as an alternative for the replacement of the nose wheel steering controllers recommended by Airbus Service Bulletin A330-32-3091, Revision 01, dated December 2, 1998 (for Model A330 series airplanes), and Service Bulletin A340-32-4128, Revision 01, dated December 2, 1998 (for Model A340 series airplanes).

Airbus also has issued Service Bulletin A330-31-3033, dated September 13, 1999 (for Model A330 series airplanes), and Service Bulletin A340-31-4047, dated September 13, 1999 (for Model A340 series airplanes), which describe procedures for installation of a software program that automatically records all nose wheel steering angle exceedance above 63 degrees into the Aircraft Condition Monitoring System (ACMS). This installation includes modification of the new setup database software by adding the existing operator customized version; and uploading the setup database software to the data management unit (DMU).

Accomplishment of the actions specified in the service information is intended to adequately address the identified unsafe condition. The DGAC classified this service information as mandatory and issued French airworthiness directives 1998-475-103(B)R1, 1998-473-083(B)R1, and 1999-160-096(B); all dated April 21, 1999; in order to assure the continued airworthiness of these airplanes in France.

FAA's Conclusions

These airplane models are manufactured in France and are type certificated for operation in the United States under the provisions of § 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of Requirements of Proposed Rule

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, the proposed AD would require accomplishment of the actions specified

in the service information described previously, except as discussed below. The proposed AD also would require that operators report results of inspection findings to Airbus.

Differences Between Proposed Rule, Service Bulletins, and French Airworthiness Directives

Operators should note that, although the service bulletins and the French airworthiness directives specify that the manufacturer may be contacted for disposition of certain repair conditions, this proposal would require the repair of those conditions to be accomplished in accordance with a method approved by the FAA or the DGAC (or its delegated agent).

Operators should also note that the parallel French airworthiness directives require a revision of the Flight Crew Operating Manual (FCOM) to limit the nose wheel steering angle for pushback and towing and to limit the nose wheel steering for powered turns. However, for U.S. operators, the FCOM is not approved and required by the FAA, whereas the Airplane Flight Manual is approved and required by the FAA. Therefore, the proposed AD would require a revision to the AFM instead of a revision to the FCOM.

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 1 work hour to accomplish the proposed inspection of the required main landing gear; approximately 7 work hours to accomplish the proposed replacement of the controller; approximately 1 work hour to accomplish the proposed placard replacements; approximately 1 work hour to accomplish the proposed installation of the software program; and approximately 1 work hour to accomplish the proposed AFM revision; at an average labor rate of \$60 per work hour. The manufacturer has previously committed to bearing the cost of the necessary parts to accomplish the proposed actions. Based on these figures, the cost impact of this AD

would be \$60 per airplane, per inspection cycle, and \$600 per airplane for the remaining actions.

Should an operator elect to accomplish the modification of the functional software of the brake steering and control unit (BSCU) instead of replacing the nose wheel steering handwheel controllers with new controllers, the modification would take approximately 1 work hour to accomplish. Based on this figure, the cost impact of the optional modification would be \$60 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the 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 adding the following new airworthiness directive:

Airbus Industrie: Docket 99–NM–196–AD.

Applicability: All Model A330 and A340 series airplanes, 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 (k) 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 main landing gear (MLG) failure due to fatigue cracking, which could result in reduced structural capability of the airplane and collapse of the MLG, accomplish the following:

Inspection of the MLG

(a) Prior to the accumulation of 800 total landings on the MLG, or within 120 landings after the effective date of this AD, whichever occurs later, perform detailed visual and ultrasonic inspections of the MLG to detect fatigue cracks, as specified in either paragraph (a)(1) or (a)(2) of this AD, as applicable.

(1) For Model A330 series airplanes: Accomplish the detailed visual and ultrasonic inspections, in accordance with Airbus Service Bulletin A330–32A3088, Revision 02, dated June 10, 1999.

Note 2: For the purposes of this AD, a detailed visual inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

Note 3: Detailed visual and ultrasonic inspections accomplished prior to the effective date of this AD in accordance with Airbus Service Bulletin A330–32A3088, dated October 16, 1998; or Revision 01, dated November 20, 1998; are acceptable methods of compliance for the inspection requirements of paragraph (a)(1) of this AD.

(2) For Model A340 series airplanes: Accomplish the detailed visual and ultrasonic inspections in accordance with Airbus Service Bulletin A340–32A4124, Revision 01, dated November 20, 1998.

Note 4: Detailed visual and ultrasonic inspections accomplished prior to the effective date of this AD in accordance with Airbus Service Bulletin A340–32A4124, dated October 16, 1998, are acceptable methods of compliance for the inspection requirements of paragraph (a)(2) of this AD.

Repetitive Inspections

(b) If no crack is detected during the inspection required by paragraph (a)(1) or (a)(2) of this AD: Repeat the detailed visual and ultrasonic inspections thereafter at intervals not to exceed 120 landings.

Corrective Actions

(c) If any cracking is detected during any inspection required by paragraph (a) or (b) of this AD: Prior to further flight, perform a detailed magnetic particle inspection of the MLG to detect fatigue cracks, in accordance with Airbus Service Bulletin A330–32A3088, Revision 02, dated June 10, 1999, or Airbus Service Bulletin A340–32A4124, Revision 01, dated November 20, 1998, as applicable; and repair in accordance with a method approved by the Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate, or the Direction Generale de l'Aviation Civile (DGAC) (or its delegated agent). For a repair method to be approved by the Manager, International Branch, ANM–116, as required by this paragraph, the Manager's approval letter must specifically reference this AD.

Reporting

(d) Within 10 days after accomplishing any inspection required by paragraph (a), (b) or (c) of this AD, report the inspection results (both positive and negative) to Airbus Industrie at fax 33(0) 5 61 93 32 73. 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.

Replacement of Nose Wheel Steering Handwheel Controllers or Software Modification

(e) Within 20 days after the effective date of this AD, replace the nose wheel steering handwheel controllers with new controllers, or modify the functional software of the brake steering and control unit (BSCU), as specified in either paragraph (e)(1) or (e)(2) of this AD, as applicable.

(1) For Model A330 series airplanes: Replace the controllers in accordance with Airbus Service Bulletin A330–32–3091, Revision 01, dated December 2, 1998, or modify the functional software of the BSCU in accordance with Airbus Service Bulletin A330–32–3092, Revision 02, dated June 10, 1999.

Note 5: Replacement of nose wheel steering handwheel controllers with new controllers accomplished prior to the effective date of this AD in accordance with Airbus Service

Bulletin A330-32-3091, dated November 19, 1998, is an acceptable method of compliance for the replacement requirements of paragraph (e)(1) of this AD.

Note 6: Modification of the functional software of the BSCU accomplished prior to the effective date of this AD in accordance with Airbus Service Bulletin A330-32-3092, dated December 18, 1998; or Revision 01, dated February 24, 1999; is an acceptable method of compliance for the software modification requirements of paragraph (e)(1) of this AD.

(2) For Model A340 series airplanes: Replace the controllers in accordance with Airbus Service Bulletin A340-32-4128, Revision 01, dated December 2, 1998, or modify the functional software of the BSCU in accordance with Airbus Service Bulletin A340-32-4131, Revision 01, dated June 10, 1999.

Note 7: Replacement of nose wheel steering handwheel controllers with new controllers accomplished prior to the effective date of this AD in accordance with Airbus Service Bulletin A340-32-4128, dated November 19, 1998, is an acceptable method of compliance for the replacement requirements of paragraph (e)(2) of this AD.

Note 8: Modification of the functional software of the BSCU accomplished prior to the effective date of this AD in accordance with Airbus Service Bulletin A340-32-4131, dated February 24, 1999, is an acceptable method of compliance for the software modification requirements of paragraph (e)(2) of this AD.

Replacement of Placards on Mechanically-Operated Nose Landing Gear Doors

(f) Within 20 days after the effective date of this AD, replace the placards on the left and right-hand sides of the aft mechanically-operated nose landing gear doors with new placards, as specified in either paragraph (f)(1) or (f)(2) of this AD, as applicable.

(1) For Model A330 series airplanes: Replace placards in accordance with Airbus Service Bulletin A330-32-3089, dated November 2, 1998.

(2) For Model A340 series airplanes: Replace placards in accordance with Airbus Service Bulletin A340-32-4126, dated November 2, 1998.

Installation of a Software Program

(g) Within 20 days after the effective date of this AD, accomplish either paragraph (g)(1) or (g)(2) of this AD, as applicable.

(1) For Model A330-200 series airplanes: Install a software program that automatically records all nose wheel steering angle exceedance above 63 degrees into the Aircraft Condition Monitoring System (ACMS) [i.e., modify the new setup database software by adding the existing operator customized version; and upload the setup database software to the data management unit (DMU)] in accordance with Airbus Service Bulletin A330-31-3033, dated September 13, 1999.

(2) For Model A330-300 and Model A340 series airplanes: Install a software program that automatically records all nose wheel steering angle exceedance above 67 degrees into the ACMS (i.e. modify the new setup database software by adding the existing

operator customized version; and upload the setup database software to the DMU) in accordance with Airbus Service Bulletin A330-31-3033, dated September 13, 1999 (for Model A330-300 series airplanes), or Airbus Service Bulletin A340-31-4047, dated September 13, 1999 (for Model A340 series airplanes); as applicable.

Incorporation of Ground and Crew Operating Procedures

(h) Within 20 days after the effective date of this AD, revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) by inserting the procedures to incorporate ground operating procedures to limit the nose wheel steering angle for pushback and towing and to limit nose wheel steering for powered turns, in accordance with Flight Operations TELEX (FOT) 999.0099/98, Revision 5, dated May 21, 1999.

Corrective Actions for Exceedance of Nose Wheel Steering Angle

(i) For Model A330-200 series airplanes: If after 20 days from the effective date of this AD, a 63-degree hand wheel steering is exceeded, a 63 degrees is recorded on the ACMS, or a 60-degree steering is exceeded during towing or pushback, within 4 landings after each occurrence, accomplish the actions required by paragraph (a) of this AD.

(j) For Model A330-300 and Model A340 series airplanes: If after 20 days from the effective date of this AD, a 65-degree hand wheel steering is exceeded, a 67 degrees is recorded on the ACMS, or a 60-degree steering is exceeded during towing or pushback; within 4 landings after each occurrence, accomplish paragraph (j)(1) and (j)(2) of this AD, as applicable.

(1) Accomplish the actions required by paragraph (a) of this AD.

(2) For airplanes on which Airbus Modification 46804 has been accomplished: Reinstall a positive stop and re-rig the tiller as specified in either paragraph (j)(2)(i) or (j)(2)(ii) of this AD, as applicable.

(i) For Model A330-300 series airplanes: Reinstall a stop and re-rig in accordance with Airbus Service Bulletin A330-32-3091, Revision 01, dated December 2, 1998.

(ii) For Model A340 series airplanes: Reinstall a stop and re-rig in accordance with Airbus Service Bulletin A340-32-4128, Revision 01, dated December 2, 1998.

Alternative Methods of Compliance

(k) 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, International Branch, ANM-116. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 9: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(l) 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.

Note 10: The subject of this AD is addressed in French airworthiness directives 1998-475-103(B)R1; 1998-473-083(B)R1; and 1999-160-096(B); all dated April 21, 1999.

Issued in Renton, Washington, on January 5, 2000.

Donald L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00-600 Filed 1-11-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-372-AD]

RIN 2120-AA64

Airworthiness Directives; Raytheon (Beech) Model 400A and 400T 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 Raytheon (Beech) Model 400A and 400T series airplanes. This proposal would require replacement of temperature switch assemblies of the wing ice protection system with new, improved parts. This proposal is prompted by reports of electrical continuity problems with solder joints on the temperature switches of the wing ice protection system. The actions specified by the proposed AD are intended to prevent detachment or breakage of wires in the temperature switch assemblies of the wing ice protection system. Such detachment or breakage of wires could result in the flightcrew not being advised of an over-temperature situation on the leading edge of the wing, which could result in structural damage to the wing.

DATES: Comments must be received by February 28, 2000.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-372-AD, 1601 Lind Avenue, SW.,