

circuit breakers has been reported within the last 30 days, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF28/28-046, dated September 1, 1999.

(b) If resettable or unresettable tripping of the circuit breaker of the fuel boost pump is reported during the inspection required by paragraph (a) of this AD, or if such tripping is reported at any time subsequent to that inspection: Within 10 days after the date of the inspection or any occurrence, accomplish the applicable repair (including a resistance check and inspections of the wire and conduit for discrepancies), in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF28/28-046, dated September 1, 1999. If any discrepancy is detected during any inspection performed during the repair, prior to further flight, repair in accordance with the service bulletin.

(c) In the event of any resettable or unresettable tripping of the circuit breakers of the fuel boost pump as indicated in paragraph (b) of this AD, the airplane may be operated for a period not to exceed 10 days after the occurrence, provided the circuit breaker of the fuel boost pump and fuel boost pump switch have been properly deactivated and placarded for flightcrew awareness, in accordance with the FAA-approved Master Minimum Equipment List (M MEL).

(d) Within 30 days after the effective date of this AD, perform a general visual inspection to detect signs of fuel leakage from the wiring conduits of the fuel boost pumps, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin F28/28-046, dated September 1, 1999. If any fuel leakage is detected during the inspection, prior to further flight, isolate the fuel leak, and repair in accordance with Part 2 of the Accomplishment Instructions of the service bulletin. Thereafter, repeat the inspection at intervals not to exceed 90 days.

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."

Replacement of Wires

(e) Replace the existing three single wires (including inspections) inside the metal conduits of the fuel boost pumps with three twisted wires protected by a polyamide braided wire sleeve, in accordance with Part 3 of the Accomplishment Instructions of Fokker Service Bulletin F28/28-046, dated September 1, 1999, at the time specified in paragraph (e)(1) or (e)(2) of this AD, as applicable. If any discrepancy is detected during any inspection required by this paragraph, prior to further flight, repair in accordance with the service bulletin. Accomplishment of the actions required by this paragraph constitutes terminating action for the actions required by this AD.

(1) For airplanes that have accumulated less than 40,000 total flight hours as of the effective date of this AD: Within 2 years after the effective date of this AD.

(2) For airplanes that have accumulated 40,000 or more total flight hours as of the effective date of this AD: Within 1 year after the effective date of this AD.

Alternative Methods of Compliance

(f) 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, 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, International Branch, ANM-116.

Note 3: 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

(g) 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.

Incorporation by Reference

(h) The actions shall be done in accordance with Fokker Service Bulletin SBF28/28-046, dated September 1, 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Fokker Services B.V., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands. 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.

Note 4: The subject of this AD is addressed in Dutch airworthiness directive BLA 1999-114, dated September 13, 1999.

(i) This amendment becomes effective on July 11, 2000.

Issued in Renton, Washington, on May 25, 2000.

Donald L. Riggan,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 00-13694 Filed 6-5-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-SW-62-AD; Amendment 39-11766; AD 2000-11-18]

RIN 2120-AA64

Airworthiness Directives; Eurocopter France Model SA-365C, C1, C2, N, and N1; AS-365N2 and N3; and SA-366G1 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD) that applies to Eurocopter France Model SA-365C, C1, C2, N, and N1; AS-365N2, and SA-366G1 helicopters. That AD currently requires inspecting the tightening torque of the main rotor hub blade attach beam spherical thrust bearing bolts (bolts) and either applying a specified torque or, if necessary, inspecting for a crack in the metal components. That AD also requires replacing the spherical thrust bearing (bearing) with an airworthy bearing if a crack is found. This amendment requires the same actions as the existing AD, but adds the Eurocopter France Model AS-365N3 helicopter to the applicability. This amendment is prompted by reports of cracks in the metal components of the bearing attachment joint and the need to add the Eurocopter France Model AS-365N3 helicopter to the applicability. The actions specified by this AD are intended to prevent loosening of bearing bolts in flight, which may cause cracks in the metal components, failure of the bearing, and subsequent loss of control of the helicopter.

EFFECTIVE DATE: July 11, 2000.

FOR FURTHER INFORMATION CONTACT: Paul Madej, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5125, fax (817) 222-5961.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 99-21-24, Amendment 39-11369 (64 FR 55621, October 14, 1999), which applies to Eurocopter France Model SA-365C, C1, C2, N, and N1; AS-365N2, and SA-366G1 helicopters, was published in the **Federal Register** on February 29, 2000 (65 FR 10727). That action proposed to require requires the same actions as the existing AD, but adds the Eurocopter

France Model AS-365N3 helicopter to the applicability.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

The FAA estimates that 101 helicopters of U.S. registry will be affected by this AD, that it will take approximately 0.5 work hour per helicopter and approximately 3,000 inspections per helicopter over the life of the fleet to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$3,000 per helicopter. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$9,123,000, assuming 11 ship sets of bearings are replaced on the fleet.

The regulations adopted herein 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, it is 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. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing Amendment 39-11369 (64 FR 55621, October 14, 1999), and by adding a new airworthiness directive (AD), Amendment 39-11766, to read as follows:

2000-11-18 Eurocopter France:

Amendment 39-11766. Docket No. 99-SW-62—AD. Supersedes AD 99-21-24, Amendment 39-11369, Docket No. 98-SW-75—AD.

Applicability: Eurocopter France Model SA-365C, C1, C2, N, and N1; AS-365N2 and

N3; and SA-366G1 helicopters, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters 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 (b) 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 within 550 hours time-in-service (TIS), unless accomplished previously, and thereafter at intervals not to exceed 550 hours TIS.

To prevent loosening of the main rotor hub blade attach beam spherical thrust bearing bolts (bolts), cracks in the metal components, failure of a spherical thrust bearing (bearing), and subsequent loss of control of the helicopter, accomplish the following:

(a) Inspect the tightening torque of the bolts as indicated by "A" in Figure 1.

(1) If tightening torque is equal to or less than 12 m.daN (88.4 lb-ft), remove the bearing and conduct a dye penetrant inspection for cracks on the two contact surfaces identified as "H" in Figure 1.

(i) If a crack is detected, replace the bearing with an airworthy bearing.

(ii) If no crack is detected, reinstall the bearing.

Note 2: Eurocopter France Service Bulletins 05.22, 05.24, and 05.00.39, all dated July 17, 1998, pertain to the subject of this AD.

(2) If the tightening torque is greater than 12 m.daN (88.4 lb-ft), then tighten the torque to 19-22 m.daN (140-162.2 lb-ft).

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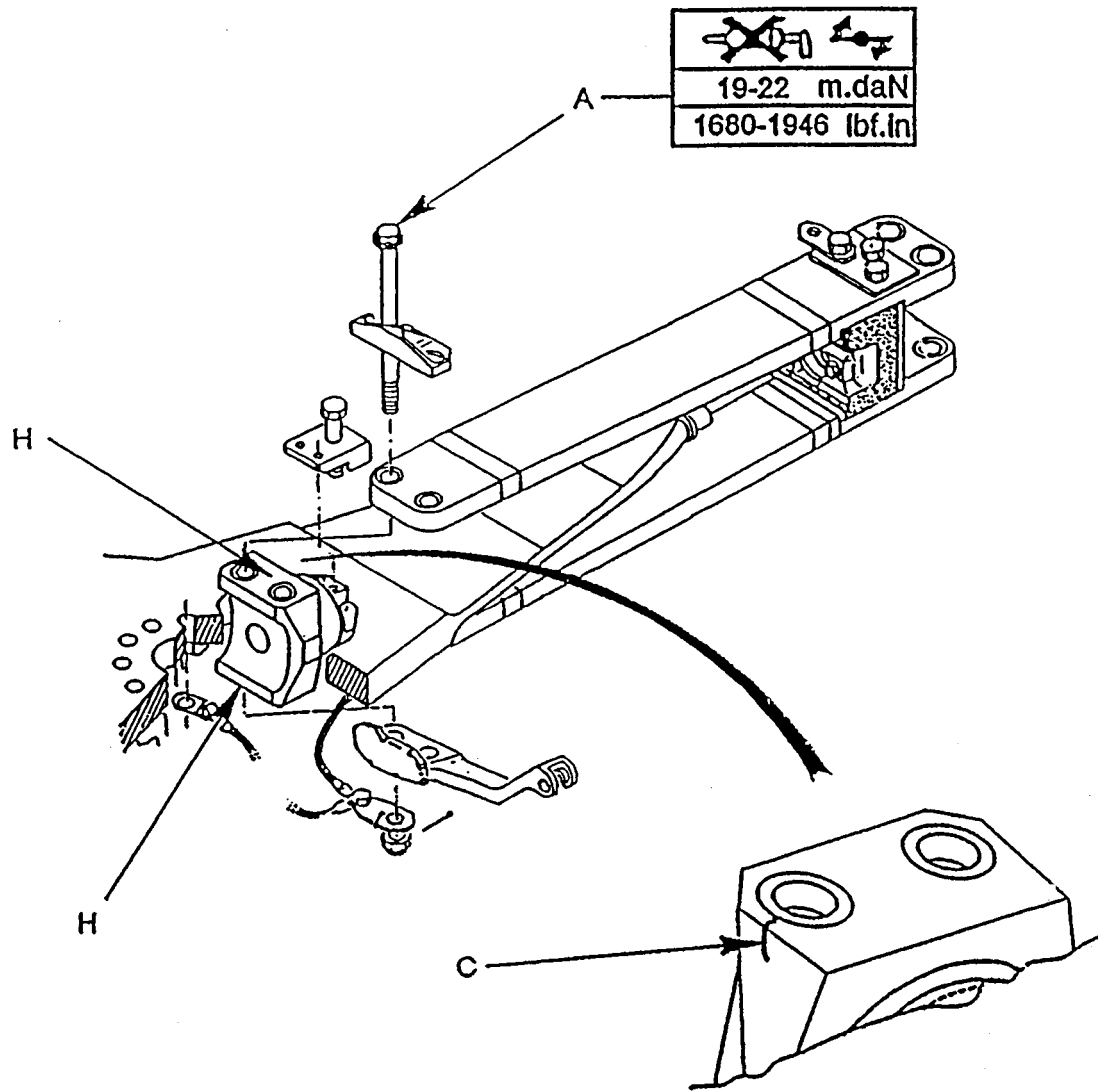


Figure 1

(b) 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, Regulations Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(c) 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 helicopter to a location where the requirements of this AD can be accomplished.

(d) This amendment becomes effective on July 11, 2000.

Note 4: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD's 98-383-044(A) for the Model SA-365C, 98-382-024-(A) for the Model SA-366, and 98-384-047(A) for the Model AS-365N helicopters. These AD's are all dated September 23, 1998.

Issued in Fort Worth, Texas, on May 26, 2000.

Eric Bries,

*Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.*

[FR Doc. 00-14194 Filed 6-5-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-AAL-26]

RIN 2120-AA66

Modification and Revocation of VOR and Colored Federal Airways and Jet Routes; AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revokes one jet route (J-814R), and modifies five jet routes (J-111, J-115, J-127, J-501 and J-511), three Very High Frequency Omnidirectional Range (VOR) Federal airways (V-319, V-453 and V-456), and one colored Federal airway (G-8), and located in Alaska. The FAA is taking this action for the following reasons: to realign the North Pacific (NOPAC) Air Traffic Service (ATS) route structure; to reflect the Adak Nondirectional Radio Beacon (NDB), AK, decommissioning from the National Airspace System (NAS); and to resolve an aeronautical charting discrepancy. This action will improve the management of air traffic

operations in Alaska and enhance safety.

EFFECTIVE DATE: 0901 UTC, October 5, 2000.

FOR FURTHER INFORMATION CONTACT:

Joseph C. White, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Background

On April 14, 1999, the FAA proposed to amend 14 CFR part 71 (part 71) to revoke one jet route, and to modify five jet routes, three VOR Federal airways, and one colored Federal airway in Alaska (64 FR 18392). This action was considered necessary due to overlapping jet routes, decommissioning of the Adak NDB, and the existence of obsolete fixes still shown on jet routes. Interested parties were invited to participate in this rulemaking by submitting written comments on the proposal to the FAA. No comments were received. Except for editorial changes, this amendment is the same as that proposed in the notice.

The Rule

This action amends part 71 by revoking one jet route (J-814R), and modifying five jet routes (J-111, J-115, J-127, J-501, and J-511), three VOR Federal airways (V-319, V-453, and V-456), and one colored Federal airway (G-8), in Alaska. The FAA is taking this action for the following reasons.

Segments of J-111 from Anchorage to Middleton Island to the noncompulsory reporting point SNOUT overlap existing J-804R segments and are not used. This action revises the legal description of J-111 to reflect this change.

Jet Route J-115 and Colored Federal Airway G-8 use Adak NDB which will be decommissioned. The new NDB on Adak Island will be named Mount Moffett NDB. This action changes the legal descriptions of J-115 and G-8 to show the new NDB.

Jet Routes J-127, J-501, J-511, and J-814R terminate at AUGIN, MIXER, ENCOR, and PANTT fixes which were once part of the NOPAC ATS route structure and these fixes are no longer required for air traffic control (ATC) purposes. As a result, the FAA is revising J-127, J-501, and J-511 to reflect this change in route structure and revoking J-814R as this route is no longer needed for ATC purposes.

Alaskan Federal Airways V-319 and V-453 are being amended by adding and converting non-part 95 segments to

VOR Federal airway segments. Non-part 95 segments are routes that are nonregulatory, uncharted, and are not subject to the requirements of part 95, instrument flight rules (IFR) altitudes. The conversion of these non-part 95 segments to VOR Federal airway segments will add to the IFR airway and route infrastructure in Alaska. The new VOR Federal airway segments, unlike the non-part 95 segments, will enable the FAA to provide charted flight procedural information to the pilots pertaining to navigational guidance, minimum en route altitudes and minimum obstruction clearance altitudes information, thereby enhancing safety.

Alaskan Federal Airway V-456 is amended to correct a discrepancy on how the airway is depicted on the IFR En route L-3/L-4 Low Altitude—Alaska Chart and the Kodiak Aeronautical Sectional Chart. The outbound radial from King Salmon is 032° on the sectional chart and 033° on the en route chart. The current legal description for V-456 includes an intersection (King Salmon 053° and Kenai 239°) which will be removed to correct the discrepancy. The course from King Salmon to Kenai (032.71°) will resolve to 033° once the intersection is removed. This action will make the route segment a straight line and will not affect the fixes STREW, BITOP, or COPPS on V-456.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, 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) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Jet routes, green Federal airways, and Alaskan VOR Federal airways are published in paragraph 2004, paragraph 6009(a), and paragraph 6010(b), respectively, of FAA Order 7400.9G, Airspace Designations and Reporting Points, dated September 1, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR 71.1. The jet routes, green Federal airway, and Alaskan VOR Federal