

1. THROTTLE (Affected Engine)—IDLE IF BUFFET OR BANK
2. FUEL LEVER (Affected Engine)—OFF
3. MAX SPEED—240 KIAS

Note: Item 1 of the procedure, and if buffet or bank is detected, items 2 and 3, should be accomplished immediately from memory.

Note: Use recommended single engine landing configuration and 1.3Vs approach speed plus 10kt.

IF NO BUFFET OR BANK

4. THROTTLE (Affected Engine)—KEEP AT IDLE
5. MAX SPEED—300 KIAS

The "Indicated In-flight Thrust Reverser Deployment Procedure" listed above supersedes the "ENG REV UNLK" procedure of the "Procedures Following Failure" Section of the FAA approved AFM, section number 4.02.00, page 1."

Note 3: Notwithstanding procedures in the Procedures Following Failure Section of the FAA approved AFM, displayed on the on-board ECAM computer screen, published in the Airbus FCOM, or QRH, or contained in FAA approved company checklists and/or procedures, flightcrews operating A300-600 or A310 airplanes with one of more thrust reverser activated, must follow the procedure of paragraph (g) in the event of any indication of an in-flight thrust reverser deployment triggered in flight.

Note 4: An in-flight thrust reverser deployment may be indicated by master caution aural and visual warnings, and/or a REV UNLK light, and/or an "ENG REV UNLK" ECAM caution message, and/or airplane buffet or bank.

(h) 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 requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

Note 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the ECO.

(i) 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

(j) The actions required by this AD shall be done in accordance with the following service documents:

Document No.	Pages	Date
Middle River Aircraft Systems CF6-80A1/A3 ASB 78A4022	1-16	June 4, 1999.
Total pages: 16.		
Middle River Aircraft Systems CF6-80C2A ASB 78A1081	1-15	June 4, 1999.
Total pages: 15.		

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 Middle River Aircraft Systems, Mail Point 46, 103 Chesapeake Park Plaza, Baltimore, MD, 21220-4295, attn: Product Support Engineering; telephone (410) 682-0093, fax (410) 682-0100; and Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(k) This amendment becomes effective on September 24, 1999.

Issued in Burlington, Massachusetts, on October 26, 1999.

Jorge A. Fernandez,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 99-22851 Filed 9-2-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-364-AD; Amendment 39-11288; AD 99-18-22]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F27 Series Airplanes Equipped With Rolls-Royce 532-7 "Dart 7" (RDa-7) Series Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F27 series airplanes, that requires revising the Airplane Flight Manual (AFM) to provide the flightcrew with modified operational procedures to ensure continuous operation with the high pressure cock (HPC) levers in the lockout position. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent burnout of the engines during flight by ensuring that the HPC levers are in a permanent lockout position.

DATES: Effective October 8, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director

of the Federal Register as of October 8, 1999.

ADDRESSES: The service information referenced in this AD may be obtained from Fokker Services B.V., P.O. Box 231, 2150 AE Nieuw-Vennep, The Netherlands. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

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: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Fokker Model F27 series airplanes was published in the **Federal Register** on April 23, 1999 (64 FR 19940). That action proposed to require a revision to the Airplane Flight Manual (AFM) to provide the flightcrew with modified operational procedures to ensure continuous operation with the high pressure cock (HPC) levers in the lockout position.

Comments Received

Interested persons have been afforded an opportunity to participate in the

making of this amendment. Due consideration has been given to the comments received.

Request To Mandate Rolls-Royce Modifications

Two commenters request that the FAA reconsider its position not to require accomplishment of the engine modifications described in two Rolls-Royce Service Bulletins DA72-198 (Modification 1232) and DA72-348 (Modification 1550) in this proposed AD. The commenters state that these modifications are necessary for engines installed on the affected airplanes, and should be required prior to inflight operation with the HPC levers in the lockout position (i.e., with permanent cruise pitch lock-out).

Modification 1550 enables the propeller to be feathered automatically in the event of a gearbox disconnect. One commenter states that, with the advent of Fokker Service Bulletin F27/61-40 and the related Dutch airworthiness directive, the safety feature incurred by the cruise pitch lock (in relation to potential gearbox disconnect) is now proposed to be inhibited in order to prevent cruise pitch lock "hang-ups". The commenter considers that, under these circumstances, Modification 1550 in particular is now an extremely important safety feature for engine and propeller integrity. The commenter notes that this view was accepted by the Civil Aviation Authority (CAA) of the United Kingdom (with Modification 1550 now mandatory for all Dart installations), and by the Rijksluchtvaartdienst (RLD), which is the airworthiness authority for the Netherlands.

The FAA infers that the commenters are requesting that the referenced Rolls-Royce modifications be mandated and be included in this AD; the FAA partially concurs. Although the original intent of the modifications was to auto-feather the propeller in the event of an annulus gear failure and thereby limit secondary damage to the engine, the FAA acknowledges that the Rolls-Royce engine modifications are considered to be an additional safety feature relative to the actions required by this AD.

After further discussions with the RLD, the manufacturer, and the FAA Engine and Propeller Directorate, the FAA will consider rulemaking to require these modifications. However, since these engine modifications are not intended to address the identified unsafe condition of this AD, and to prevent further delay in the issuance of this final rule, any such requirement will be addressed in separate

rulemaking action, rather than under the auspices of this AD. No change to the final rule is made in this regard.

Statement of Unsafe Condition

One commenter, the manufacturer, notes that the proposed AD incorrectly states that malfunctions of the automatic and manual cruise lock withdrawal system can cause engine "overspeed and burnout"; the commenter requests that this statement be corrected. The commenter states that such a malfunction will not cause an engine overspeed condition, but will only cause an engine turbine burnout. Additionally, the actions required by the proposed AD (operation with the HPC levers in the lockout position) will only prevent an engine turbine burnout. The FAA acknowledges that the information provided by the commenter is correct and has revised the final rule accordingly.

Correction of Manufacturer's Address

One commenter, the manufacturer, informs the FAA that its address has been changed and requests that the proposed AD be revised to provide the correct address for obtaining service information. The FAA has made this change in the final rule.

Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

The FAA estimates that 34 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the required AFM revision, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$2,040, or \$60 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the 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 adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

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 location provided 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, 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 adding the following new airworthiness directive:

99-18-22 Fokker: Amendment 39-11288. Docket 98-NM-364-AD.

Applicability: Model F27 series airplanes, as listed in Fokker F27 Service Bulletin F27/61-40, Revision 1, dated August 1, 1997; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent turbine burnout of the engines during flight by ensuring that the high pressure cock (HPC) levers are in a permanent lockout position, accomplish the following:

AFM Revision

(a) Within 6 months after the effective date of this AD: Revise the Emergency, Normal, and Abnormal Procedures Sections, as applicable, of the FAA-approved Airplane Flight Manual (AFM) by incorporation of Fokker F27 Service Bulletin F27/61-40,

Revision 1, dated August 1, 1997; including Fokker F27 Manual Change Notification (MCNO) F27-001, dated June 30, 1997. [MCNO F27-001 specifies procedures for placing the HPC levers in a permanent lockout position (with the cruise lock withdrawal system disabled) during operation of the airplane.] This action may be accomplished by inserting a copy of the MCNO into the AFM.

Alternative Methods of Compliance

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

Note 1: 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

(c) 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

(d) The actions shall be done in accordance with Fokker F27 Service Bulletin F27/61-40, Revision 1, dated August 1, 1997; including Fokker F27 Manual Change Notification (MCNO) F27-001, dated June 30, 1997. 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 2: The subject of this AD is addressed in Dutch airworthiness directive 1996-130 (A), dated October 31, 1996.

(e) This amendment becomes effective on October 8, 1999.

Issued in Renton, Washington, on August 27, 1999.

Vi L. Lipski,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 99-22920 Filed 9-2-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-112-AD; Amendment 39-11287; AD 99-18-21]

RIN 2120-AA64

Airworthiness Directives; Dornier Model 328-100 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Dornier Model 328-100 series airplanes, that requires a one-time inspection of the propeller de-ice system to verify the proper functioning of the engine indication and crew alert system (EICAS) for the de-ice system; and corrective action, if necessary. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent failure of the EICAS to provide a warning to the flightcrew in the event of failure of the propeller de-ice system, which could result in damage to the airplane and consequent loss of controllability of the airplane.

DATES: Effective October 8, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 8, 1999.

ADDRESSES: The service information referenced in this AD may be obtained from Fairchild Dornier, Dornier Luftfahrt GmbH, P.O. Box 1103, D-82230 Wessling, Germany. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

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: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to all Dornier Model 328-100 series airplanes was published in the **Federal Register** on May 28, 1998

(63 FR 29150). That action proposed to require a one-time inspection of the propeller de-ice system to verify the proper functioning of the engine indication and crew alert system (EICAS) for the de-ice system; and corrective action, if necessary.

Comments Received

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Request To Revise Applicability of Proposed AD

The manufacturer requests that the applicability statement of the proposed AD be limited only to airplanes on which Dornier Alert Service Bulletin ASB-328-30-013, Revision 1, dated February 21, 1997 has not been accomplished. This service bulletin was referenced in the proposed AD as the appropriate source of service information for accomplishment of the inspection. The manufacturer provides a compliance record of those airplanes on which the alert service bulletin has been accomplished, stating that 46 of 50 affected U.S.-registered airplanes are in full compliance with the referenced alert service bulletin, and that the remaining airplanes are scheduled to comply soon. The manufacturer notes that it continually strives to encourage compliance of manufacturer-recommended service bulletins. However, limiting the applicability as stated would encourage operators to follow its recommendations in the future.

The FAA concurs with the commenter's request. The FAA notes that such a change to the applicability is not strictly necessary, since the Compliance portion of the AD states "Required as indicated, unless accomplished previously". However, if the actions required by this AD have been accomplished on an airplane, that airplane is no longer subject to the unsafe condition that these requirements are intended to prevent, and does not need to be included in the applicability of this AD. The FAA has limited the applicability of the final rule to exclude airplanes on which Dornier Alert Service Bulletin ASB-328-30-013, Revision 1, dated February 21, 1997, has been accomplished.

Request To Include Manufacturer's Approved Repairs

One commenter states that the wording in paragraph (b) of the proposed AD places the FAA into an active role of participating in the