

N 2070724-3201 and -3203, as installed on any airplane, regardless of whether the airplane 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 (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 ensure the ILS receiver provides the flight crew with accurate glideslope data, accomplish the following:

#### Replacement

(a) For ILS navigation receivers having serial numbers 1 through 2365 inclusive: Within 6 months after the effective date of this AD, replace three resistors in the ILS navigation receiver with higher ohm resistors in accordance with Bendix/King Service Bulletin RIA-32A-34-47, Revision 1, dated January 1992; and replace the nameplate on the receiver with a new nameplate in accordance with Bendix/King Service Bulletin RIA-32A-34-48, dated December 1991.

(b) For ILS navigation receivers having serial numbers 2366 and subsequent: Within 6 months after the effective date of this AD, replace the nameplate on the receiver with a new nameplate in accordance with Bendix/King Service Bulletin RIA-32A-34-48, dated December 1991.

#### 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, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Avionics Inspector, who may add comments and then send it to the Manager, Seattle ACO.

**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

(d) 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

(e) The replacements shall be done in accordance with Bendix/King Service Bulletin RIA-32A-34-47, Revision 1, dated January 1992; and Bendix/King Service Bulletin RIA-32A-34-48, dated December 1991. 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 AlliedSignal Aerospace, Technical Publications, Dept. 65-70, P.O. Box 52170, Phoenix, Arizona 85072-2170. 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.

(f) This amendment becomes effective on December 6, 1999.

Issued in Renton, Washington, on November 5, 1999.

**D.L. Riggan,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 99-29739 Filed 11-18-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-NM-316-AD; Amendment 39-11421; AD 99-23-25]

RIN 2120-AA64

#### Airworthiness Directives; Fokker Model F27 Mark 050 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F27 Mark 050 series airplanes. This action requires replacement of the lighting plates of the fuel control panel and the electrical power control panel with new, improved lighting plates. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified in this AD are intended to prevent internal short circuits in the fuel control and electrical power control panels, which could result in burning of the panels and consequent smoke in the flight deck area.

**DATES:** Effective December 6, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 6, 1999.

Comments for inclusion in the Rules Docket must be received on or before December 20, 1999.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114,

Attention: Rules Docket No. 99-NM-316-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

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 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.

#### FOR FURTHER INFORMATION CONTACT:

Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

**SUPPLEMENTARY INFORMATION:** The Rijksluchtvaartdienst (RLD), which is the airworthiness authority for the Netherlands, notified the FAA that an unsafe condition may exist on certain Fokker Model F27 Mark 050 series airplanes. The RLD advises that some operators of Fokker Model F27 Mark 050 series airplanes have experienced material stress on the lighting plates of certain electrical power control panels and fuel control panels. These stresses have caused internal short circuits, which in turn resulted in burned spots on the lighting plates. During these incidents, some smoke and odor was evident. This condition, if not corrected, could result in burning of the panels and consequent smoke in the flight deck area.

#### Explanation of Relevant Service Information

Fokker has issued Component Service Bulletin F7941-005-28-03, dated September 15, 1993, which describes procedures for replacement of the lighting plate of the fuel control panel with an improved lighting plate. Fokker has also issued Component Service Bulletin F7941-011-24-11, dated September 15, 1993, which describes procedures for replacement of the lighting plate of the electrical power control panel with an improved lighting plate. Accomplishment of the actions specified in the service bulletins is intended to adequately address the identified unsafe condition. The RLD classified these service bulletins as mandatory and issued Dutch airworthiness directive 93-141 (A), dated November 1, 1993, in order to assure the continued airworthiness of these airplanes in the Netherlands.

#### FAA's Conclusions

This airplane model is manufactured in the Netherlands and is type

certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.19) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the RLD has kept the FAA informed of the situation described above. The FAA has examined the findings of the RLD, 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 the 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, this AD is being issued to prevent internal short circuits in the fuel control and electrical power control panels, which could result in burning of the panels and consequent smoke in the flight deck area. This AD requires accomplishment of the actions specified in the service bulletins described previously.

#### 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 2 work hours to accomplish the required replacements, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$1,480 per airplane. Based on these figures, the cost impact of this AD would be \$1,600 per airplane.

#### Determination of Rule's Effective Date

Since this AD action does not affect any airplane that is currently on the U.S. register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, prior notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the **Federal Register**.

#### Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 99-NM-316-AD." The postcard will be date stamped and returned to the commenter.

#### 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:

**99-23-25 Fokker Services B.V.:** Amendment 39-11421. Docket 99-NM-316-AD.

*Applicability:* Model F27 Mark 050 series airplanes, serial numbers 20103 through 20231 inclusive, certificated in any category, and equipped with any control panel having a part number (P/N) listed below:

Electrical power control panel P/N:

F7941-011-407  
F7941-011-413  
F7941-011-425  
F7941-011-435  
W7981-011-401  
W7981-011-403

Fuel control panel P/N:

F7941-005-403  
F7941-005-407  
F7941-005-409  
F7941-005-411  
F7941-005-413  
F7941-005-415  
W7981-005-401

**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 (d) 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 internal short circuits in the fuel control and electrical power control panels, which could result in burning of the panels and consequent smoke in the flight deck area, accomplish the following:

#### Replacement

(a) Within one year after the effective date of this AD: Replace the lighting plate of the fuel control panel with a new, improved plate, in accordance with Fokker Component Service Bulletin F7941-005-28-03, dated September 15, 1993.

(b) Within one year after the effective date of this AD: Replace the lighting plate of the electrical power control panel with a new, improved plate, in accordance with Fokker Component Service Bulletin F7941-011-24-11, dated September 15, 1993.

#### Spare Parts

(c) As of the effective date of this AD, no person shall install a lighting plate, P/N 95-1847-1, 95-1838-1, or 95-1838-3, on any airplane.

#### Alternative Methods of Compliance

(d) 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 2:** 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

(e) 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

(f) The actions shall be done in accordance with Fokker Component Service Bulletin F7941-005-28-03, dated September 15, 1993, and Fokker Component Service Bulletin F7941-011-24-11, dated September 15, 1993. 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 3:** The subject of this AD is addressed in Dutch airworthiness directive 93-141 (A), dated November 1, 1993.

(g) This amendment becomes effective on December 6, 1999.

Issued in Renton, Washington, on November 5, 1999.

**D.L. Riggins,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 99-29738 Filed 11-18-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-NM-47-AD; Amendment 39-11416; AD 99-23-20]

RIN 2120-AA64

#### Airworthiness Directives; Boeing Model 737-100, -200, -300, -400, and -500 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 737-100, -200, -300, -400, and -500 series airplanes. For certain airplanes, this AD requires installation of a transient suppression diode in the wiring circuit of the refueling valve-to-float switch of each fuel tank. For certain other airplanes, this AD requires replacement of the existing transient suppression diode with an improved diode. This AD also requires a functional test to verify proper installation of each diode, and corrective action, if necessary. This amendment is prompted by incidents of electrical fire during fueling of the airplane, due to a short circuit and overheating of a transient suppression diode. The actions specified by this AD are intended to prevent such conditions, which could result in electrical arcing and ignition of fuel vapors at the refueling receptacle for the fuel tanks, and consequent fire during airplane fueling.

**DATES:** Effective December 27, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 27, 1999.

**ADDRESSES:** The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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:** Dorr Anderson, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2684; fax (425) 227-1181.

**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 Boeing Model 737-100, -200, -300, -400, and -500 series airplanes was published in the **Federal Register** on June 14, 1999 (64 FR 31762). That action proposed to require, for certain airplanes, installation of a transient suppression diode in the wiring circuit of the refueling valve-to-float switch of each fuel tank. For certain other airplanes, the proposal would require replacement of the existing transient suppression diode with an improved diode. The proposal also would require a functional test to verify proper installation of each diode, and corrective action, if necessary.

#### Comments

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 Cost Estimate

Two commenters request that the FAA revise the cost estimate and the number of hours required to complete the installation or replacement. One commenter states that the estimated material cost alone, based on Boeing's quoted price for the wire kit, is \$800. The other commenter states that the kit price is \$1,106. In addition, one commenter estimates that 12 work hours are required to modify an airplane while another commenter estimates that 16 work hours are required to complete the modification. One of the commenters indicates that additional time is required to gain access to the transient suppression diodes, close up the area, and perform functional testing.

The FAA partially concurs. The cost estimate for required parts has been increased to \$800 per airplane from \$50 per airplane, using the kit price that the commenter states is based upon Boeing's quoted price. The FAA work hour estimate has been increased to 12 work hours from 7 hours based upon information supplied by the commenters. However, the FAA is not