

(ii) Apply a 0.030/0.050-inch radius on the top and bottom edge of each hole.

(4) Fluorescent magnetic particle inspect the reworked areas per ASTM E1444 in circumferential and longitudinal directions using a wet continuous method.

(5) If a crack is found, the plate is unairworthy. Replace it with an airworthy plate.

(6) If no crack is found, rework the plate as follows:

(i) Remove the protective finish from the specified areas on the top and bottom of the plate as follows:

(A) Mask the top and bottom of the plate leaving exposed a 3.20-inch minimum circumferential band centered on 13.75-inch diameter of plate (see Figure 2). Mask the area to protect the thrust washer and the surrounding areas from vapor blast.

(B) Using a vapor blast machine, remove the protective finish from the exposed circumferential band on the top and bottom of the plate. Use No. 220 aluminum oxide grit at a pressure of 80–90 pounds per square inch.

(ii) Shot peen the specified areas on the plate by remasking the top and bottom of the plate leaving exposed the 3.20-inch minimum circumferential band centered on 13.75-inch diameter of the plate. Mask the area to protect the thrust washer and the surrounding areas from the shot peening process.

(iii) Shot peen the inside diameter of the lightening holes and the upper and lower surfaces of the plate in the 3.20-inch minimum circumferential band to 0.008 to 0.012A intensity, ensuring 200% coverage per MIL-S-13165C or latest revision. Use cast steel shot, size 170. Use a tracer dye inspection method.

Note 3: Overspray is permitted to allow a feathering application during the peening process from the peened surface to the non-peened surface.

(iv) Finish the reworked surfaces as follows:

(A) Clean the surfaces thoroughly with acetone (Fed. Spec O-A-51, or equivalent).

(B) Apply Presto black or blueing touchup solution to the reworked surfaces with cotton swabs. The solution temperature must be between 21° C and 49° C (70° F to 120° F). Keep the surfaces wet for about three minutes to get a uniform dark color.

(C) Rinse the surface in cold running water and dry with forced air.

Note 4: A hot water rinse may be used after the cold water rinse to speed up drying time.

(D) Using steel wool, Grade 00 or finer, rub the surfaces lightly. Polish with a soft cloth and then coat with a preservative oil (MIL-C-15074).

(v) Identify the reworked plate by stamping the number of this AD after the part number. Use a low-stress depth-controlled impression-stamp with full fillet depth of no more than 0.003 inch (see Figure 2). Marking must be such that it cannot be construed as part of the part number.

(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, Rotorcraft

Certification Office, FAA, Rotorcraft Directorate. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.

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

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

Issued in Fort Worth, Texas, on April 2, 1999.

Larry M. Kelly,

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

[FR Doc. 99-9513 Filed 4-15-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-346-AD]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F.28 Mark 0070 and Mark 0100 Series Airplanes

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 all Fokker Model F.28 Mark 0070 and Mark 0100 series airplanes, that currently requires revising the Airplane Flight Manual to provide the flightcrew with instructions not to arm the liftdumper system prior to commanding the landing gear to extend. This action would require modification of the grounds of the shielding of the wheelspeed sensor wiring of the main landing gear (MLG) and installation of new electrical grounds for the wheelspeed sensor channel of the anti-skid control box of the MLG. 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 electromagnetic interference generated by electrical wiring that runs parallel to the wheelspeed sensor wiring, which could result in inadvertent deployment of the liftdumpers during approach for landing

or reduced brake pressure during low speed taxiing, and consequent reduced controllability and performance of the airplane.

DATES: Comments must be received by May 17, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-346-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 Fokker Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, the Netherlands. 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 98-NM-346-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. 98-NM-346-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On May 11, 1998, the FAA issued AD 98-11-02, amendment 39-10529 (63 FR 27197, May 18, 1998), applicable to all Fokker Model F.28 Mark 0070 and Mark 0100 series airplanes, to require revising the Airplane Flight Manual (AFM) to provide the flightcrew with instructions not to arm the liftdumper system prior to commanding the landing gear to extend. That action was prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The requirements of that AD are intended to prevent inadvertent deployment of the liftdumpers during approach for landing, and consequent reduced controllability and performance of the airplane.

Actions Since Issuance of Previous Rule

Since the issuance of that AD, the Rijksluchtvaartdienst (RLD), which is the airworthiness authority for the Netherlands, has determined that the design safety features that provide adequate electromagnetic interference (EMI) protection of the wheelspeed signal wiring, and verify erroneous "high" wheelspeed signals through the liftdumper arming test, may not be fully effective. Further analysis has determined that airplanes on which Fokker Service Bulletins SBF100-32-067 and SBF100-32-037 have been accomplished are less susceptible to effects of EMI on the wheelspeed signals. Measurements have indicated that the EMI is being generated between the electrical wiring supply for the lights and the electrical wiring for the wheelspeed sensors of the main landing gear (MLG), which run parallel to each other. If the EMI reaches a certain level, an erroneous wheelspeed signal may occur, which could result in inadvertent deployment of the liftdumpers or reduced brake pressure during low speed taxiing. These conditions, if not corrected, could result in reduced controllability and performance of the airplane.

Explanation of Relevant Service Information

Fokker has issued Service Bulletin SBF100-32-067, Revision 1, dated July 6, 1998, which describes procedures for modification of the ground wiring to the shielding of the wheelspeed sensor wiring of the MLG. The modification involves modifying the applicable avionics rack and installing additional ground wiring to the shielding of the wheelspeed sensor wiring.

Fokker also has issued Service Bulletin SBF100-32-037, Revision 2, dated December 4, 1998, which describes procedures for installing new electrical grounds for the wheelspeed sensor channel of the anti-skid control box of the MLG. The installation involves re-routing existing electrical wiring and installing new terminal blocks and electrical wiring.

These modifications would provide additional grounds to the shielding of the wheelspeed sensor wiring and to the power supplies of the anti-skid control box. These additional grounds reduce the effects of EMI generated by electrical wiring that runs parallel to the wheelspeed sensor wiring. The RLD classified these service bulletins as mandatory and issued Dutch airworthiness directives BLA 1998-100, dated August 31, 1998, and 1998-100/2, dated November 30, 1998, in order to assure the continued airworthiness of these airplanes in the Netherlands.

FAA's Conclusions

These airplane models are manufactured in the Netherlands 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 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 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 supersede AD 98-11-02 to continue to require revision of the Limitations and Normal Procedures sections of the FAA-approved AFM to provide the flightcrew

with instructions not to arm the liftdumper system prior to commanding the landing gear to extend. In addition, this proposed AD would add requirements for modification of the grounds of the shielding of the wheelspeed sensor wiring of the MLG and installation of new electrical grounds for the wheelspeed sensor channel of the anti-skid control box of the MLG. The actions would be required to be accomplished in accordance with the service bulletins described previously.

Interim Action

This is considered to be interim action until final action is identified, at which time the FAA may consider further rulemaking.

Cost Impact

There are approximately 131 airplanes of U.S. registry that would be affected by this proposed AD.

For all airplanes, the actions that are currently required by AD 98-11-02 take 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 \$7,860, or \$60 per airplane.

There are approximately 127 airplanes of U.S. Registry that would be required to accomplish the modification and installation. It would take approximately 33 work hours per airplane to accomplish the modification and installation, at an average labor rate of \$60 per work hour. Required parts would cost between \$755 and \$1,236 per airplane. Based on these figures, the cost impact of the proposed requirements of this AD on U.S. operators is estimated to be between \$347,345 and \$408,432, or between \$2,735 and \$3,216 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 removing amendment 39-10529 (63 FR 27197, May 18, 1998), and by adding a new airworthiness directive (AD), to read as follows:

Fokker Services B.V.: Docket 98-NM-346-AD. Supersedes AD 98-11-02, Amendment 39-10529.

Applicability: All Model F.28 Mark 0070 and Mark 0100 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 (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 electromagnetic interference generated by electrical wiring that runs parallel to the wheelspeed sensor wiring, which could result in inadvertent deployment of the lift dumpers during approach for landing or reduced brake pressure during low speed taxiing, and consequent reduced controllability and performance of the airplane, accomplish the following:

Restatement of Requirements of AD 98-11-02, Amendment 39-10529

(a) Within 5 days after June 2, 1998 (the effective date of AD 98-11-02), revise the Limitations and Normal Procedures sections of the FAA-approved Airplane Flight Manual (AFM) in accordance with paragraphs (a)(1) and (a)(2) of this AD. This may be accomplished by inserting a copy of this AD in the AFM.

(1) Add the following information to section 5—NORMAL PROCEDURES, sub-Section APPROACH AND LANDING, after the subject APPROACH:

"Before Landing

WARNING: DO NOT ARM THE LIFTDUMPER SYSTEM BEFORE LANDING GEAR DOWN SELECTION.

Selecting Landing Gear DOWN after arming the lift dumper system may result in inadvertent deployment of the lift dumpers, because the lift dumper arming test may be partially ineffective."

(2) Add the following information to the LIMITATIONS section:

"Lift dumper System

DO NOT ARM THE LIFTDUMPER SYSTEM BEFORE LANDING GEAR DOWN SELECTION."

New Requirements of This AD

Corrective Actions

(b) For Model F.28 Mark 0100 series airplanes having serial numbers as listed in Fokker Service Bulletin SBF100-32-067, Revision 1, dated July 6, 1998: Within 6 months after the effective date of this AD, modify the grounds of the shielding of the wheelspeed sensor wiring of the main landing gear (MLG) in accordance with Part 1, 2, 3, or 4 of the Accomplishment Instructions of the service bulletin, as applicable.

Note 2: Modifications accomplished prior to the effective date of this AD in accordance with Fokker Service Bulletin SBF100-32-067, dated March 12, 1993, are considered acceptable for compliance with the requirements of paragraph (b) of this AD.

(c) For Model F.28 Mark 0100 series airplanes having serial numbers listed in Fokker Service Bulletin SBF100-32-037, Revision 2, dated December 4, 1998: Within 12 months after the effective date of this AD, install new electrical grounds for the wheelspeed sensor channel of the anti-skid control box of the MLG in accordance with Part 1, 2, or 3 of the Accomplishment Instructions of the service bulletin, as applicable.

Note 3: Installations accomplished prior to the effective date of this AD in accordance

with Fokker Service Bulletin SBF100-32-037, dated November 12, 1990, or Revision 1, dated November 16, 1998, are considered acceptable for compliance with the requirements of paragraph (c) of this AD.

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 4: 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 §§ 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 5: The subject of this AD is addressed in Dutch airworthiness directives BLA 1998-100, dated August 31, 1998 and 1998 100/2, dated November 30, 1998.

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

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-9512 Filed 4-15-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-315-AD]

RIN 2120-AA64

Airworthiness Directives; Lockheed Model L-1011-385 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 Lockheed Model L-1011-385 series airplanes. This proposal would require repetitive inspections to detect discrepancies of the lower actuator pins and/or bushings of the horizontal stabilizer, and replacement of any discrepant component with a new component. Replacement of all four actuator pins and bushings would