(3) Remove the main rotor drive plate assembly (drive plate assembly) and fretting buffer. Discard the 10 bolts and nuts and 20 washers.

(4) Using paint stripper (C313 or equivalent) and cleaning solvent (C420 or equivalent), remove the paint from the upper mating surface of the hub assembly to enable an accurate visual inspection of the drive plate attachment bolt hole (bolt hole) area for cracking (Figure 1). Ensure the paint stripper and solvent DO NOT contaminate the upper bearing and upper grease seal areas.

(5) Using a 10-power or higher magnifying glass, inspect the area around the 10 bolt holes of the hub assembly for cracks. If a crack is found, replace the hub assembly with an airworthy hub assembly.

(6) Remove any fretting from the mating surfaces of the hub assembly and the drive plate assembly.

Note 2: Boeing McDonnell Douglas Helicopter Systems Service Letter SL900–039, dated May 20, 1998, pertains to the subject of this AD.

(7) Reinstall the main rotor drive plate using 10 new sets of replacement attachment hardware. Torque the nuts to 160–180 in.-lbs. above locknut locking/run-on torque in the sequence shown (Figure 1). Record in the rotorcraft log book the locknut locking/run-on torque for each nut.

(c) After the next flight, verify that the torque on each of the 10 nuts is at least 160 in.-lbs. above the locknut locking/run-on torque (minimum torque). Re-torque as required without loosening nuts. Fillet surface seal main rotor drive plate to fretting buffer to hub assembly mating lines, and seal all exposed unpainted upper surfaces of the hub assembly.

(d) Thereafter, at intervals of at least 4 hours TIS, not to exceed 6 hours TIS, verify that the torque of each of the 10 nuts is at least the minimum torque. Re-torque as required without loosening nuts. This torque verification is no longer required after the torque on each of the 10 nuts has stabilized at the minimum torque for each nut during two successive torque verifications.

(e) Repeat the requirements specified in this AD at intervals not to exceed 150 hours TIS.

Note 3: Rotorcraft Maintenance Manual, CSP–900RMM–2, Section 62–20–00 and 63–10–00, pertain to the subject of this AD.

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

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(g) 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.

(h) This amendment becomes effective on February 3, 1999, to all persons except those persons to whom it was made immediately effective by priority letter AD 98–12–30, issued June 4, 1998, which contained the requirements of this amendment.

Issued in Fort Worth, Texas, on January 4, 1999.

Henry A. Armstrong,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 99–683 Filed 1–15–99; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–310–AD; Amendment 39–10997; AD 99–02–08]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A330–301, –321, –322, –341, –342, and A340–211, –212, –213, –311, –312, and –313 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 Airbus Model A330–301, –321, –322, –341, –342, and A340–211, –212, –213, –311, –312, and –313 series airplanes. This action requires repetitive high-frequency eddy current (HFEC) inspections to detect cracking of the inner flange of the rear fuselage frame FR73A, between beams 5 and 6; and corrective actions, if necessary. This amendment also provides for optional terminating action for the repetitive inspections. 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 detect and correct fatigue cracking of the inner flange of the rear fuselage frame FR73A, which could result in reduced structural integrity of the fuselage.

DATES: Effective February 3, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 3, 1999.

Comments for inclusion in the Rules Docket must be received on or before February 18, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 98–NM–310–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD 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; 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 Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, notified the FAA that an unsafe condition may exist on certain Airbus Model A330–301, –321, –322, –341, –342, and A340–211, –212, –213, –311, –312, and –313 series airplanes. The DGAC advises that, during full-scale fatigue testing, fatigue cracking occurred at 31,409 simulated flights on the right-hand side of the rear fuselage frame FR73A, between beams 5 and 6. The crack ran the full width of the inner flange, and extended 33 millimeters (1.3 inches) into the web of the frame. Such fatigue cracking of the inner flange of the rear fuselage frame FR73A, if not detected and corrected, could result in reduced structural integrity of the fuselage.

Explanation of Relevant Service Information

Airbus has issued Service Bulletins A330–53–3037, Revision 01 (for Model A330 series airplanes), and A340–53–4051, Revision 01 (for Model A340 series airplanes), both dated January 30, 1998. These service bulletins describe procedures for repetitive high-frequency eddy current (HFEC) inspections to detect cracking of the inner flange left and right sides, of the rear fuselage frame FR73A, between beams 5 and 6; and corrective actions, if necessary. The corrective actions involve reworking and replacing the affected area with a new, improved section of FR73A, if necessary. This replacement eliminates the need for repetitive HFEC inspections for the affected area only, as described in the Airbus service bulletins.

Airbus also has issued Service Bulletins A330–53–3036, Revision 01, dated December 22, 1997 (for Model

A330 series airplanes), and A340–53–4050, dated February 19, 1997 (for Model A340 series airplanes). These service bulletins describe procedures for modification of the inner flange (left and right sides) of the rear fuselage frame FR73A, between beams 5 and 6. The modification involves reworking and flap peening the inner flange of the rear fuselage frame FR73A. Additionally, for Model A330 series airplanes, the modification also involves installing a reinforcing strap and cold working specific holes that attach the reinforcing strap. Accomplishment of these actions eliminates the need for the repetitive HFEC inspections described in Airbus Service Bulletins A330–53–3037, Revision 01 (for Model A330 series airplanes), and A340–53–4051, Revision 01 (for Model A340 series airplanes), both dated January 30, 1998.

Accomplishment of the actions specified in Airbus Service Bulletins A330–53–3037, Revision 01, or A330–53–3036, Revision 01 (for Model A330 series airplanes); and A340–53–4051, Revision 01, or A340–53–4050 (for Model A340 series airplanes), is intended to adequately address the identified unsafe condition.

The DGAC classified Airbus Service Bulletins A330–53–3037, Revision 01 (for Model A330 series airplanes), and A340–53–4051, Revision 01 (for Model A340 series airplanes as mandatory; and classified Airbus Service Bulletins A330–53–3036, Revision 01 (for Model A330 series airplanes), and A340–53–4050 (for Model A340 series airplanes) as recommended. The DGAC has issued French airworthiness directives 97–270–055(B) (for Model A330 series airplanes), and 97–271–071(B) (for Model A340 series airplanes), both dated September 24, 1997, 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 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 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 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 detect and correct fatigue cracking of the inner flange of the rear fuselage frame FR73A, which could result in reduced structural integrity of the fuselage. This AD requires accomplishment of the actions specified in Airbus Service Bulletins A330–53–3037, Revision 01 (for Model A330 series airplanes), or A340–53–4051, Revision 01 (for Model A340 series airplanes), described previously, except as discussed below. This proposed AD also provides for optional terminating action for the repetitive inspections required by this AD.

Operators should note that, in consonance with the findings of the DGAC, the FAA has determined that the repetitive inspections required by this AD can be allowed to continue in lieu of accomplishment of a terminating action. In making this determination, the FAA considers that, in this case, long-term continued operational safety will be adequately assured by accomplishing the repetitive inspections to detect cracking before it represents a hazard to the airplane.

Differences Between This AD and Service Bulletins

Operators should note that, although the service bulletins specify that the manufacturer may be contacted for disposition of certain cracking conditions, this AD requires the repair of the fatigue cracking to be accomplished in accordance with a method approved by either the FAA or the DGAC (or its delegated agent). In light of the type of repair that will be required to address the identified unsafe condition, and in consonance with existing bilateral airworthiness agreements, the FAA has determined that, for this AD, a repair approved by either the FAA or the DGAC would be acceptable for compliance with this AD.

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 high-frequency eddy current (HFEC) inspection, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the inspection proposed by this AD would be $120 per airplane, per inspection cycle.

For Model A330 series airplanes: Should an operator elect to accomplish the optional terminating modification rather than continue the repetitive inspection, it would take approximately 24 work hours to accomplish, at an average labor rate of $60 per work hour. The cost of required parts would be approximately $708 per airplane. Based on these figures, the cost impact of the optional terminating action for Model A330 series airplanes would be $2,148 per airplane.

For Model A340 series airplanes: Should an operator elect to accomplish the optional terminating modification rather than continue the repetitive inspections, it would take approximately 12 work hours to accomplish, at an average labor rate of $60 per work hours. Based on these figures, the cost impact of the optional terminating action for Model A340 series airplanes would be $720 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 98–NM–310–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:

99–02–08 Airbus Industrie: Amendment 39–10997. Docket 98–NM–310–AD.

Applicability: Model A330–301, –321, –322, –341, and –342 series airplanes, except those on which Airbus Modification 41849 has been installed, or Airbus Modification 43337 (reference Airbus Service Bulletin A330–53–3036, Revision 01, dated December 22, 1997) has been accomplished; and Model A340–211, –212, –213, –311, –312, and –313 series airplanes, except those on which Airbus Modification 41849 has been installed, or Airbus Modification 43338 (reference Airbus Service Bulletin A340–53–4050, dated February 19, 1997) has been accomplished; certificated in any category.

Note 1: This AD applies to each airplane 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 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 detect and correct fatigue cracking of the inner flange of the rear fuselage frame FR73A, which could result in reduced structural integrity of the fuselage, accomplish the following:

(a) Perform a high-frequency eddy current (HFEC) inspection to detect cracking of the inner flange (left and right sides) of the rear fuselage frame FR73A, between beams 5 and 6, in accordance with Airbus Service Bulletin A330–53–3037, Revision 01 (for Model A330 series airplanes), or A340–53–4051, Revision 01 (for Model A340 series airplanes), both dated January 30, 1998; at the applicable times specified in paragraph (a)(1) or (a)(2) of this AD.

(1) For Model A330 series airplanes: Inspect prior to the accumulation of 10,000 total flight cycles, or within 90 days after the effective date of this AD, whichever occurs later. Thereafter, repeat the HFEC inspection at intervals not to exceed 1,600 flight cycles.

(2) For Model A340 series airplanes: Inspect prior to the accumulation of 8,750 total flight cycles, or within 90 days after the effective date of this AD, whichever occurs later. Thereafter, repeat the HFEC inspection at intervals not to exceed 1,200 flight cycles.

(b) If any crack is detected during any HFEC inspection required by paragraph (a) of this AD, prior to further flight, accomplish either paragraph (b)(1) or (b)(2) of this AD, in accordance with Airbus Service Bulletin A330–53–3037, Revision 01 (for Model A330 series airplanes), or A340–53–4051, Revision 01 (for Model A340 series airplanes), both dated January 30, 1998.

(1) If any crack is less than or equal to 5.0 millimeters (0.20 inch) in length:

(i) Prior to further flight, rework the affected area in accordance with the applicable service bulletin; and

(ii) Within 2,000 flight cycles after accomplishing the rework of the affected area: Replace the affected area of the rear fuselage frame FR73A with a new, improved section of FR73A in accordance with the applicable service bulletin. This replacement constitutes terminating action for the repetitive HFEC inspections required by paragraph (a) of this AD for the affected area only.

(2) If any crack is greater than 5.0 millimeters (0.20 inch) in length:

(i) Prior to further flight, repair in accordance with a method approved by either the Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate; the Direction Générale de l'Aviation Civile (DGAC) (or its delegated agent); or

(ii) Prior to further flight, replace the affected area of the rear fuselage frame FR73A with a new, improved section of FR73A in accordance with the applicable service bulletin. This replacement constitutes terminating action for the repetitive HFEC inspections required by paragraph (a) of this AD for the affected area only.

(c) Accomplishment of the modification of the inner flange (left and right sides), of the rear fuselage frame FR73A, between beams 5 and 6, in accordance with Airbus Service Bulletins A330–53–3036, Revision 01, dated December 22, 1997 (for Model A330 series airplanes), or A340–53–4050, dated February 19, 1997 (for Model A340 series airplanes), constitutes terminating action for the repetitive HFEC inspections required by paragraph (a) of this AD.

(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. 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.

(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.

(f) Except as provided by paragraph (b)(2)(i) of this AD, the actions shall be done in accordance with Airbus Service Bulletin

A330–53–3037, Revision 01, dated January 30, 1998; Airbus Service Bulletin A330–53–3036, Revision 01, dated December 22, 1997; Airbus Service Bulletin A340–53–4051, Revision 01, dated January 30, 1998; or Airbus Service Bulletin A340–53–4050, dated February 19, 1997; as applicable. 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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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 French airworthiness directives 97–270–055(B) and 97–271–071(B), both dated September 24, 1997.

(g) This amendment becomes effective on February 3, 1999.

Issued in Renton, Washington, on January 8, 1999.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–913 Filed 1–15–99; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–279–AD; Amendment 39–10996; AD 99–02–07]

RIN 2120–AA64

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Fokker Model F.28 Mark 0070 series airplanes, that requires modification of the power supply system of the horizontal stabilizer control unit. 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 the loss of primary hydraulic stabilizer control during use of certain emergency procedures, which could result in the inability of the flight crew to control the airplane.

DATES: Effective February 23, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 23, 1999.

ADDRESSES: The service information referenced in this AD 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 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 F.28 Mark 0070 series airplanes was published in the **Federal Register** on November 23, 1998 (63 FR 64656). That action proposed to require modification of the power supply system of the horizontal stabilizer control unit.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

The FAA estimates that 2 airplanes of U.S. registry will be affected by this AD, that it will take approximately 4 work hours per airplane to accomplish the required modification, and that the average labor rate is $60 per work hour. Required parts will cost approximately $350 per airplane. Based on these figures, the cost impact of the modification required by this AD on U.S. operators is estimated to be $1,180, or $590 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:

99–02–07 Fokker Services B.V.: Amendment 39–10996. Docket 98–NM–279–AD.

Applicability: Model F.28 Mark 0070 series airplanes, as listed in Fokker Service Bulletin SBF100–27–071, dated December 21, 1996; 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