for transporting swine that do not meet the requirements of this section, unless such equipment or materials has first been cleaned and disinfected;

(g) The donor boar must be observed at the semen collection center by the center veterinarian, and exhibit no clinical signs of hog cholera;

(h) Before the semen is exported to the United States, the donor boar must be held at the semen collection center for at least 40 days following collection of the semen, and, along with all other swine at the semen collection center, exhibit no clinical signs of hog cholera; and

(i) The semen must be accompanied to the United States by a certificate issued by a salaried veterinary officer of the national government of the country of origin, stating that the provisions of paragraphs (a) through (h) of this section have been met.[3]

Done in Washington, DC, the 21st day of June 1999.

Craig A. Reed,

Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 99–16172 Filed 6–22–99; 4:06 pm]

BILLING CODE 3410–34–P

[3] The certification required may be placed on the certificate required under § 98.35(c) or may be contained in a separate document.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99–NM–53–AD]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 727 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 Boeing Model 727 series airplanes. This proposal would require repetitive structural inspections of certain aging airplanes, and repair, if necessary. This proposal also provides for optional terminating action for the repetitive inspections. This proposal is prompted by reports of incidents involving fatigue cracking and corrosion in transport category airplanes that are approaching or have exceeded their economic design service goal. The actions specified by the proposed AD are intended to prevent degradation of the structural capabilities of the affected airplanes. This proposal relates to the recommendations of the Airworthiness Assurance Task Force assigned to review Model 727 series airplanes, which indicate that, to assure long term continued operational safety, various structural inspections should be accomplished.

DATES: Comments must be received by August 9, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 99–NM–53–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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Walter Sippel, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2774; fax (425) 227–1181.

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 99–NM–53–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. 99–NM–53–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

In April 1988, a high-cycle Boeing Model 737 suffered major structural damage in flight. Investigation revealed that the airplane had numerous fatigue cracks and a great deal of corrosion. This incident prompted the FAA to sponsor a conference on aging airplanes, which was attended by members of the aviation industry, other regulatory authorities, and the general public. The conferees agreed that, because of the huge increase in air travel, the relatively slow pace of new airplane production, and the apparent economic feasibility of operating older technology airplanes, operators will continue to fly aging airplanes rather than retire them. Because of the problems revealed by the accident described above, the consensus was that this aging fleet needed more attention and maintenance to ensure its continued operational safety.

The Air Transport Association (ATA) of America and the Aerospace Industries Association (AIA) of America committed to identifying and implementing procedures to ensure continuing structural airworthiness of aging transport category airplanes. An Airworthiness Assurance Task Force, with representatives from the aircraft operators, manufacturers, regulatory authorities, and other aviation representatives, was established in August 1988. The objective of the Task Force was to sponsor ''Working Groups'' to:

1. Select service bulletins, applicable to each airplane model in the transport fleet, to be recommended for mandatory modification of aging airplanes,
2. Develop corrosion-directed inspections and prevention programs,
3. Review the adequacy of each operator's structural maintenance program,
4. Review and update the Supplemental Structural Inspection Documents (SSID), and
5. Assess repair quality.

The Working Group assigned to review the Boeing Model 727 series airplanes completed its work on Item (2) in July 1989 and developed a baseline program for controlling corrosion problems that may jeopardize the continued airworthiness of the Boeing Model 727 fleet. This program is contained in Boeing Document Number D6–54929, ''Aging Airplane Corrosion Prevention and Control Program—Model 727,'' dated July 28, 1989. The FAA issued AD 90–25–03, Amendment 39–6787 (55 FR 49258, November 27, 1990), which requires implementation of a corrosion prevention and control program.

The Working Group completed a portion of its work on Item (1), above, in March 1989. The Working Group's proposal is contained in Boeing Document Number D6–54860, ''Aging Airplane Service Bulletin Structural Modification Program—Model 727,'' Revision C, dated December 11, 1989. The FAA issued AD 90–06–09, Amendment 39–6488 (55 FR 8370, March 7, 1990), which requires the installation of the structural modifications identified in that document.

The action being proposed herein follows from the ongoing activities of the Working Group relative to Item (1). The Working Group has identified certain service difficulties that warrant mandatory inspections of the airplane. The Working Group considers that these service difficulties can be controlled safely in aging airplanes by inspections and that because of the safety implications, the inspections should be mandatory to assure that all operators perform them. Typically, the addressed unsafe conditions have occurred infrequently on aging airplanes, and the Working Group has a very high degree of confidence in the ability of an inspection program to detect the damage before it adversely affects safety.

The Working Group reviewed 286 service bulletins related to the long term operation of the Model 727 series airplanes. Twelve of these service bulletins were recommended to the FAA for mandatory inspection action to ensure the successful long term operation of Model 727 series airplanes. The conditions addressed by these service bulletins, if not corrected, could result in degradation of the structural capabilities of the affected airplanes. The FAA has concurred with the Working Group's recommendations and has determined that AD action to mandate the inspections is warranted to assure the continued airworthiness of the Model 727 fleet.

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Service Bulletin 727–57–0127, Revision 3, dated August 24, 1989, which describes procedures for repetitive dye penetrant inspections of certain wing ribs at the rib-to-stringer attachment, and repair, if necessary. The service bulletin also describes procedures for the accomplishment of a preventative modification, which would eliminate the need for the repetitive inspections.

Boeing Standard Overhaul Practices Manual D6–51702, Chapter 20–20–02, Revision 79, dated March 1, 1999, also describes procedures for the accomplishment of the dye penetrant inspections.

Boeing Commercial Jet Nondestructive Test Manual, Chapter 51–00–00, Part 6, dated August 5, 1997, describes procedures for a high frequency eddy current inspection to detect cracking of certain wing ribs at the rib-to-stringer attachment.

Accomplishment of the actions specified in the service bulletin, the overhaul manual, and the NDT Manual is intended to adequately address the identified unsafe condition.

Other Relevant Rulemaking

AD 94–07–08, amendment 39–8866 (59 FR 14545, March 29, 1994) currently requires initial structural inspections only of certain wing ribs at the rib-to-stringer attachment, as specified in the Boeing Document Number D6–54860, ''Aging Airplane Service Bulletin Structural Modification and Inspection Program—Model 727,'' Revision G, dated March 5, 1993. That AD inadvertently omitted the requirement to mandate repetitive inspections of certain wing ribs at the rib-to-stringer attachment. This proposed AD would mandate those repetitive inspections to detect cracks of certain structural components. In addition, the repetitive inspection requirement in this proposal would be terminated following accomplishment of the modification required by AD 94–05–04, amendment 39–8842 (59 FR 13442, March 22, 1994) as specified in Boeing Service Bulletin 727–57–0127, Revision 3, dated August 24, 1989. That AD requires incorporation of certain structural modifications. This proposed AD would not affect the current requirements of the AD's described previously.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require accomplishment of the repetitive inspections, and repair, if necessary, as specified in the overhaul manual, NDT manual, and service bulletin described previously, except as discussed below. The proposed AD also provides for optional terminating action, which would terminate the repetitive inspections.

Differences Between Proposed Rule and Service Bulletin

Operators should note that, unlike the procedures described in the service bulletin, this proposed AD would require the applicable inspection to be repeated at intervals not to exceed 14,000 flight cycles, regardless of detection of cracking. The FAA has determined that, because of the safety implications and consequences associated with fatigue cracking, repetitive inspections are necessary until accomplishment of the modification required by AD 94–05–04, in order to adequately ensure the safety of the transport airplane fleet.

Operators also should note that, although the service bulletin describes procedures for accomplishment of a dye penetrant inspection only, this proposed AD would include the option of accomplishment of a either a dye penetrant inspection or a high frequency eddy current inspection to detect cracking of certain wing ribs at the rib-to-stringer attachment. This option gives operators greater flexibility for detecting cracking in a timely manner.

Cost Impact

There are approximately 975 airplanes of the affected design in the worldwide fleet. The FAA estimates that 538 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 300 work hours per airplane to accomplish the proposed inspection, and that the average labor rate is $60 per work hour. Based on these figures, the cost impact of the inspection proposed by this AD on U.S. operators is estimated to be $9,684,000, or $18,000 per airplane, per inspection cycle.

The cost impact figure discussed above is 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.

Should an operator elect to accomplish the optional terminating action rather than continue the repetitive inspections, it would take approximately 900 work hours per

airplane to accomplish the modification, at an average labor rate of $60 per work hour. Required parts will cost approximately $31,144 per airplane. Based on these figures, the cost impact of this optional terminating action is estimated to be $85,144 per airplane.

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 adding the following new airworthiness directive:

Boeing: Docket 99–NM–53–AD.

Applicability: Model 727–100, –100C, and –200 series airplanes, line numbers 1 through 1214 inclusive; certificated in any category; on which the modification required by AD 94–05–04, amendment 39–8842, as specified in Boeing Service Bulletin 727–57–0127, Revision 3, dated August 24, 1989, has not been accomplished.

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 (e) 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 degradation of the structural capabilities of the affected airplanes, accomplish the following:

Initial Inspection

(a) Within 2,000 flight cycles after the effective date of this AD, unless accomplished within the last 12,000 flight cycles in accordance with AD 94–07–08, amendment 39–8866; accomplish paragraph (a)(1) or (a)(2) of this AD, as applicable.

(1) Perform a dye penetrant inspection to detect cracking of certain wing ribs at the rib-to-stringer attachment, in accordance with Boeing Service Bulletin 727–57–0127, Revision 3, dated August 24, 1989; and Boeing Standard Overhaul Practices Manual D6–51702, Chapter 20–20–02, Revision 79, dated March 1, 1999.

(2) Perform a high frequency eddy current inspection to detect cracking of certain wing ribs at the rib-to-stringer attachment, as specified in Boeing Service Bulletin 727–57–0127, Revision 3, dated August 24, 1989; in accordance with the procedures specified in Boeing Commercial Jet Nondestructive Test Manual, Chapter 51–00–00, Part 6, dated August 5, 1997.

Repetitive Inspections and Corrective Action

(b) If no crack is detected during any inspection required by paragraph (a) of this AD, repeat the applicable inspection thereafter at intervals not to exceed 14,000 flight cycles.

(c) If any crack is detected during any inspection required by paragraph (a) of this AD, prior to further flight, repair in accordance with Boeing Service Bulletin 727–57–0127, Revision 3, dated August 24, 1989. Repeat the applicable inspection thereafter at intervals not to exceed 14,000 flight cycles, following accomplishment of the repair.

Terminating Action

(d) Accomplishment of the structural modification required by paragraph (a) of AD 94–05–04, amendment 39–8842, as specified in Boeing Service Bulletin 727–57–0127, Revision 3, dated August 24, 1989, constitutes terminating action for the requirements of this AD.

Alternative Methods of Compliance

(e) 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 Maintenance 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

(f) 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.

Issued in Renton, Washington, on June 18, 1999.

Dorenda D. Baker,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–16158 Filed 6–24–99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–35–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 all Lockheed Model L–1011–385 series airplanes. This proposal would require repetitive inspections to detect corrosion or fatigue cracking of certain structural elements of the airplane; corrective action, if necessary; and incorporation of certain structural modifications. This proposal is prompted by new recommendations related to incidents of fatigue cracking and corrosion in transport category airplanes that are approaching or have exceeded their economic design goal. The actions specified by the proposed AD are intended to prevent corrosion or fatigue cracking of certain structural elements, which could result in reduced structural integrity of the airplane.

DATES: Comments must be received by August 9, 1999.