applicable service bulletin referenced in Table I or II of Lockheed Tristar L–1011 Service Bulletin 093–51–041, dated April 27, 1998.

(4) Repair in accordance with a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate.

Terminating Action

(c) Install the terminating modification referenced in each service bulletin listed in Table II of Lockheed Tristar L–1011 Service Bulletin 093–51–041, dated April 27, 1998; in accordance with the applicable service bulletin listed under ''Service Bulletin Number, Revision, and Date'' in Table II of Lockheed Tristar L–1011 Service Bulletin 093–51–041; at the later of the times specified in paragraphs (c)(1) and (c)(2) of this AD. Such installation constitutes terminating action for the applicable structural inspection required by paragraph (a) of this AD.

(1) Prior to the threshold specified in the applicable service bulletin listed in Table II of Lockheed Tristar L–1011 Service Bulletin 093–51–041, dated April 27, 1998.

(2) Within 5 years or 5,000 flight cycles after the effective date of this AD, whichever occurs first.

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, Atlanta ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

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.

Issued in Renton, Washington, on December 3, 1999.

D.L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–31876 Filed 12–8–99; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99–NM–319–AD]

RIN 2120–AA64

Airworthiness Directives; Dassault Model Fan Jet Falcon Series Airplanes; Model Mystere-Falcon 20, 50, 200, and 900 Series Airplanes; and Model Falcon 10, 900EX, and 2000 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 Dassault Model Fan Jet Falcon series airplanes; Model Mystere-Falcon 20, 50, 200, and 900 series airplanes; and Model Falcon 10, 900EX, and 2000 series airplanes. This proposal would require a functional test of the passenger oxygen masks, determination of the part number of the installed oxygen mask bags; and corrective action, if necessary. 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 ensure that proper plastic bags of the passenger oxygen masks are installed, and that the masks are functioning properly. Improper plastic bags that have cracks or improperly functioning masks could result in insufficient oxygen to passengers in the event of rapid depressurization of the airplane.

DATES: Comments must be received by January 10, 2000.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 99–NM–319–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 Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606. 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 99–NM–319–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–319–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

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 Dassault Model Fan Jet Falcon series airplanes, Model Mystere-Falcon 20, 50, 200, and 900 series airplanes, and Model Falcon 10, 900EX, and 2000 series airplanes; equipped with certain EROS passenger oxygen masks. The DGAC advises that, during a functional test of the passenger oxygen system on a Model Falcon 50

series airplane, oxygen bags were found cracked at the junction between the bag and the hose.

Investigation revealed that the manufacturer of the oxygen system, EROS, incorporated new plastic bags on certain oxygen masks during 1997 without changing the existing part number of the oxygen masks. These plastic bags do not conform to the existing design standards for oxygen masks installed on the subject airplanes, and may be subject to cracking. This condition, if not corrected, could result in insufficient oxygen to passengers in the event of rapid depressurization of the airplane.

Explanation of Foreign Airworthiness Directives

The DGAC has issued airworthiness directives 1999–270–025(B), dated June 30, 1999 (for Model Fan Jet Falcon series airplanes, Model Mystere-Falcon 20 and 200 series airplanes); 1999–271–026(B), dated June 30, 1999 (for Model Mystere-Falcon 50 and 900 series airplanes, and Model Falcon 900EX series airplanes); 1999–267–010(B), dated June 30, 1999 (for Model Falcon 2000 series airplanes); and 1999–269–024(B), dated June 30, 1999 (for Model Falcon 10 series airplanes); in order to assure the continued airworthiness of these airplanes in France. These French airworthiness directives require a functional test of the passenger masks; determination of the part number of the installed bags; and corrective action, if necessary. The corrective action involves replacing the oxygen mask bags or rendering the passenger seat inoperative. Accomplishment of these actions is intended to adequately address the identified unsafe condition.

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 21.29) 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 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 require a functional test of the passenger oxygen masks; determination of the part number of the installed bags; and corrective action, if necessary.

Cost Impact

The FAA estimates that as many as 767 airplanes of U.S. registry may be affected by this proposed AD, that it would take approximately 4 work hours per airplane to accomplish the proposed test and determination, and that the average labor rate is $60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be $184,080, or $240 per airplane.

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.

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:

Dassault Aviation [Formerly Avions Marcel Dassault-Breguet Aviation (AMD/BA)]: Docket 99–NM–319–AD.

Applicability: Model Fan Jet Falcon series airplanes, Model Mystere-Falcon 20, 50, 200, and 900 series airplanes, and Model Falcon 10, 900EX, and 2000 series airplanes; equipped with EROS passenger oxygen masks, part number (P/N) MW 37–09, MW 37–11, MW 37–14, MW 37–18, MW 37–28, MW 37–31, or MW 37–36; 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 (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 ensure that proper plastic bags of the passenger oxygen masks are installed, and that the masks are functioning properly, accomplish the following:

Functional Test and Determination of Part Number (P/N)

(a) Within 10 flights after the effective date of this AD, perform a functional test of the passenger oxygen masks in accordance with Chapter 5 (ATA Code 35) of the airplane maintenance manual (AMM) for the affected airplanes, as applicable; and determine the P/N of the installed oxygen mask bags.

Corrective Actions

(b) If any Scott oxygen mask bag, P/N 289–801–235, is installed, prior to further flight, accomplish either paragraph (b)(1) or (b)(2) of this AD.

(1) Replace the bag with a new bag, P/N 289–601–235, in accordance with Chapter 5 (ATA Code 35) of the AMM for the affected airplanes, as applicable.

(2) Render any affected seat inoperative, and within 30 days after rendering the affected seat inoperative, accomplish the action specified in paragraph (b)(1) of this AD.

(c) If any discrepancy is detected during the functional test required by paragraph (a) of this AD, prior to further flight, repair the discrepancy in accordance with Chapter 5 (ATA Code 35) of the AMM for the affected airplanes, as applicable.

Spares

(d) As of the effective date of this AD, no person shall install a SCOTT oxygen mask bag, P/N 289–801–235, on any airplane.

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, 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

(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.

Note 3: The subject of this AD is addressed in French airworthiness directives 1999–270–025(B), dated June 30, 1999 (for Model Jet Falcon series airplanes, and Model Mystere-Falcon 20 and 200 series airplanes); 1999–271–026(B), dated June 30, 1999 (for Model Mystere-Falcon 50 and 900 series airplanes, and Model Falcon 900EX series airplanes); 1999–267–010(B), dated June 30, 1999 (for Model Falcon 2000 series airplanes); and 1999–269–024(B), dated June 30, 1999 (for Model Falcon 10 series airplanes).

Issued in Renton, Washington, on December 3, 1999.

D. L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–31877 Filed 12–8–99; 8:45 am]

BILLING CODE 4910–13–P

POSTAL SERVICE

39 CFR Part 111

Presentation of First-Class and Standard Mail (A) Automation Letter Mail for Verification Under New SAVE Verification Procedures and Revisions to Combined Postage Payment Standards

AGENCY: Postal Service.

ACTION: Proposed rule.

SUMMARY: The Postal Service will implement new Standardized Acceptance and Verification (SAVE) procedures for First-Class and Standard Mail (A) automation letter mail in mid-December 1999. These new SAVE procedures will replace existing verification procedures for many First-Class and Standard Mail (A) automation letter mailings. To facilitate these new SAVE procedures, the Postal Service is proposing that, effective March 1, 2000, for mailings produced by MLOCRs and barcode sorters, and effective July 1, 2000, for mailings produced by other means, mailers of First-Class and Standard Mail (A) automation letter rate mailings must physically separate Mixed AADC trays from other mail when the mailings are presented to the Postal Service for verification. In addition, for mailings of 10,000 or more pieces, the Postal Service is proposing to eliminate the current option that standardized documentation is not required with a mailing when the exact rate of postage is affixed to each piece or when it consists of identical weight pieces and is physically separated by rate category when presented to the Postal Service for verification. Under the proposal, effective March 1 for mailings produced by MLOCRs and barcode sorters, and effective July 1 for mailings produced by other means, each First-Class and Standard Mail (A) automation letter rate mailing of 10,000 or more pieces must be accompanied by paper documentation in a standardized format or, if authorized, with electronic documentation.

The Postal Service recently revised rate marking requirements for MLOCR mailers and documentation requirements for mailers who participate in automation letter mail value added refund (VAR) (DMM P014.4.0) and combined postage payment systems (DMM P760). In addition to these changes, the Postal Service is also hereby proposing, effective March 1, 2000, to amend the DMM standards for combined mailings to specify that First-Class Mail pieces weighing over one ounce and paid with precanceled stamps will not be permitted to be included in such mailings.

DATES: Comments must be received on or before January 10, 2000.

ADDRESSES: Mail or deliver written comments to the Manager, Mail Preparation and Standards, USPS Headquarters, 475 L'Enfant Plaza SW, Room 6800, Washington, DC 20260–2405. Copies of all written comments will be available for inspection and photocopying at USPS Headquarters Library, 475 L'Enfant Plaza SW, 11th Floor N, Washington, DC between 9 a.m. and 4 p.m., Monday through Friday.

FOR FURTHER INFORMATION CONTACT: Lynn M. Martin, (202) 268–6351 (Domestic Mail Manual changes), or Scott Hamel, (703) 329–3660 (SAVE procedures).

SUPPLEMENTARY INFORMATION: The Postal Service is working on a number of fronts to help business mailers provide the highest quality of letter/card mail possible. Programs such as the Coding Accuracy Support System (CASS), Mail Quality Control (MQC), Presort Accuracy Validation and Evaluation (PAVE), and Mail Preparation Total Quality Management (MPTQM) provide quality assurance within the mailer's mail preparation process so that mailings presented to the Postal Service are properly prepared and can be handled efficiently.

Postal Service verification of mailings for proper preparation before entry into the mailstream is also a form of quality control. The Postal Service is moving toward greater use of technology in this verification process using devices such as Automated Barcode Evaluation (ABE), and proposed for early 2000 (initially for diagnostic purposes only) use of portable barcode verifiers for barcodes on tray and sack labels, and proposed for fall 2000, the Mailing Evaluation Readability Lookup Instrument (MERLIN). Technology promises to be the most viable and objective means of measuring quality. The Postal Service recognizes, however, that there always will be a need for commensurate manual verification procedures to cover instances when automated devices are not available. The SAVE verification procedures are primarily manual.

SAVE is the Postal Service's response to requests by business mailers for a verification process that is predictable, fair, consistent, and documented. SAVE also directs Postal Service attention to where the risk of poor quality lies. There are two verification levels and error rate thresholds under SAVE. The first level is for mailers who have been