location where the requirements of this AD can be accomplished.

(e) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(f) The inspections required by this AD shall be done in accordance with Cessna Service Bulletin MEB99-3, dated May 6, 1999. 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 the Cessna Aircraft Company, P. O. Box 7706, Wichita, Kansas 67277. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(g) This amendment becomes effective on June 21, 1999.

Issued in Kansas City, Missouri, on May 21, 1999.

Michael K. Dahl,

Acting Manager, Small Airplane Directorate.

[FR Doc. 99–13875 Filed 6–2–99; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–223–AD; Amendment 39–11186; AD 99–11–15]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 747 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 747 series airplanes, that requires a one-time detailed visual inspection to detect improperly installed or frayed aileron cables, and a one-time detailed visual inspection to detect improper identification or location of the cable markers, and corrective actions, if necessary. This amendment is prompted by a report that an aileron cable failed, due to improper installation onto the wrong groove of an aileron cable drum. The actions specified by this AD are intended to detect and correct an improperly installed aileron cable; such installation could lead to the failure of the aileron cable, and consequent reduced lateral control capability of the airplane.

DATES: Effective July 8, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 8, 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: Tamara L. Anderson, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (425) 227–2771; 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 747 series airplanes was published in the **Federal Register** on September 8, 1998 (63 FR 47447). That action proposed to require a one-time detailed visual inspection to detect improperly installed or frayed aileron cables, and a one-time detailed visual inspection to detect improper identification or location of the cable markers, and corrective actions, 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.

Support for the Proposal

Two commenters support the proposed rule, and two commenters offered no objection to the proposed rule.

Request To Reference Revised Service Information

One commenter requests that the FAA revise the proposed rule to add references to Revision 1 of Boeing Service Bulletin 747–27–2367, dated December 17, 1998, as an appropriate source of service information for accomplishment of the actions specified by the proposal. The proposed AD referenced only the original issue of the service bulletin, dated June 25, 1998.

The FAA concurs with the commenter's request. The FAA has reviewed and approved Boeing Service Bulletin 747–27–2367, Revision 1. The instructions contained in Revision 1 of the service bulletin are substantially similar to those in the original issue of the service bulletin. Therefore, paragraph (a) of this final rule has been revised to state that the inspections are to be accomplished in accordance with either the original issue or Revision 1 of the service bulletin. However, among other things, Revision 1 removes airplanes from the effectivity listing of the original service bulletin, and revises certain illustrations to clarify the accomplishment instructions. Therefore, the applicability statement of this final rule has been revised to make this AD applicable to, ''Model 747 series airplanes, as listed in Boeing Service Bulletin 747–27–2367, Revision 1. . . .'' In addition, the cost impact section has been revised in this final rule to reflect the reduction in the number of affected airplanes.

Request To Increase Compliance Threshold

One commenter requests that the compliance threshold for accomplishment of the one-time detailed visual inspections be increased from 18 months to 36 months. The commenter states that the inspections must be accomplished during a heavy maintenance check, and that a similar maintenance task is scheduled for every 2C-check on Model 747 series airplanes. The commenter further states that increasing the compliance threshold would allow operators to accomplish the inspections specified in this AD concurrently with that similar task. The commenter justifies its request for an increased inspection threshold by stating that a failure effects assessment indicates that, in the event of failure of two cables about a cable drum, the handling qualities of Model 747 series airplanes would be ''adequate.''

The FAA does not concur with the commenter's request to increase the compliance threshold. Service history has indicated that many aileron cable markers are located incorrectly, which may lead to a greater exposure to failures of the aileron cables and possible mishandling of the airplane. The FAA has determined that a compliance time of 18 months is adequate to allow operators to

accomplish the actions required by this AD, while not adversely affecting the safety of the transport airplane fleet. In support of this determination, the FAA has received information indicating that certain operators presently perform a detailed inspection of the aileron cables during every C-check. No change to the final rule is necessary in this regard.

Request To Revise Compliance Time for Replacement of Discrepant Marker

One commenter requests that the FAA revise the proposed compliance time for the replacement of an aileron cable marker that is found to be improperly identified or located. Paragraph (a)(4) of the proposed AD states that any aileron cable marker that is found to be improperly identified or located must be replaced with a new marker prior to further flight. The commenter states that an improperly installed aileron cable marker does not affect the functionality of the aileron control system, and requests that the proposed rule be revised to require replacement of a discrepant cable marker, ''at the earliest maintenance opportunity,'' rather than, ''prior to further flight.'' The operator also points out that if an operator needs to replace or re-route an aileron cable prior to replacement of an improperly installed marker, the cable can be replaced or rerouted in accordance with the Airplane Maintenance Manual (AMM) instead of the aileron cable marker.

The FAA does not concur with the commenter's request. The FAA finds that revising the compliance time from ''prior to further flight'' to ''at the earliest maintenance opportunity'' would permit each operator to determine when a discrepant aileron cable marker is replaced. In light of the identified unsafe condition, the FAA has determined that allowing this degree of operator discretion is not appropriate. However, under the provisions of paragraph (c) of the final rule, operators may request approval of an alternative method of compliance that would allow extension of the compliance time for replacement of a discrepant marker. Therefore, no change to the final rule is necessary in this regard.

With regard to the use of the procedures specified in the AMM, rather than the aileron cable marker, to replace or reroute an aileron cable: As pointed out in the ''Discussion'' section of the proposal, the FAA has received many reports of misrouted aileron cables. These incidents of misrouted aileron cables have occurred in spite of the fact that the AMM specifies procedures for routing the aileron cables that do not rely on the aileron cable markers. For this reason, the FAA finds it likely that the misrouted aileron cables are due to improperly identified or located cable markers. No change to the final rule is necessary in this regard.

Request To Revise the Compliance Time for Reporting Adverse Results

Two commenters request that the FAA increase the proposed compliance time for reporting adverse inspection results from 10 days after the inspection to 30 days after the inspection. One of the commenters states that a 30-day compliance time would allow the paperwork to be handled according to normal, rather than special, procedures. The commenter states that such special handling procedures as would be necessary with a 10-day compliance time often result in lost or incomplete information. The commenter asserts that a 30-day compliance time would allow an affected operator to submit ''a concise and accurate report to the FAA.''

The FAA concurs with the commenters' request to increase the compliance time for reporting adverse inspection results. The FAA finds that an increase in the compliance time from 10 days after accomplishment of the inspection to 30 days after accomplishment of the inspection would not have an adverse effect on the safety of the transport airplane fleet. Paragraph (b) of this final rule has been revised accordingly.

Explanation of Change Made to the Proposal

The FAA has added a **''Note 2''** to the final rule to clarify the definition of a detailed visual inspection.

Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

There are approximately 1,023 Boeing Model 747 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 224 airplanes of U.S. registry will be affected by this AD.

It will take approximately 9 work hours per airplane to accomplish the required detailed visual inspections, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be $120,960, or $540 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:

99–11–15 Boeing: Amendment 39–11186. Docket 98–NM–223–AD.

Applicability: Model 747 series airplanes, as listed in Boeing Service Bulletin 747–27–

2367, Revision 1, dated December 17, 1998; 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 (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 detect and correct an improperly installed aileron cable, which could lead to the failure of the aileron cable, and consequent reduced lateral control capability of the airplane, accomplish the following:

One-Time Inspections and Corrective Actions

(a) Within 18 months after the effective date of this AD, perform a one-time detailed visual inspection to detect improper installation or fraying of the aileron cables on both wings. In addition, perform a one-time detailed visual inspection of the aileron cable markers on both wings to detect improper identification or location. Perform both inspections in accordance with the Accomplishment Instructions of Boeing Service Bulletin 747–27–2367, dated June 25, 1998, or Revision 1, dated December 17, 1998.

Note 2: For the purposes of this AD, a detailed visual inspection is defined as: ''An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required.''

(1) If no improperly installed or frayed aileron cable is found, and if no aileron cable marker is improperly identified or located, no further action is required by this AD.

(2) If any aileron cable is found to be improperly installed (but not frayed), prior to further flight, reroute the discrepant aileron cable in accordance with the Accomplishment Instructions of the service bulletin.

(3) If any aileron cable is found to be frayed, prior to further flight, replace the discrepant aileron cable with a new aileron cable in accordance with the Accomplishment Instructions of the service bulletin.

(4) If any aileron cable marker is found to be improperly identified or located, prior to further flight, replace the discrepant aileron cable marker with a new aileron cable marker in accordance with the Accomplishment Instructions of the service bulletin.

Reporting Requirement

(b) Within 30 days after accomplishing the detailed visual inspections required by paragraph (a) of this AD, submit a report of the inspection results (adverse findings only) to the Manager, Boeing Certificate Management Office, FAA, Transport Airplane Directorate, 2500 East Valley Road, Suite C2, Renton, Washington 98055; fax (425) 227–1159. Required information for each report must include the following: description of the adverse finding, airplane serial number, and total flight cycles and flight hours accumulated at the time of the inspection. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120–0056.

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 Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 3: 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 §§ 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 actions shall be done in accordance with Boeing Service Bulletin 747–27–2367, dated June 25, 1998; or Boeing Service Bulletin 747–27–2367, Revision 1, dated December 17, 1998. 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. 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 July 8, 1999.

Issued in Renton, Washington, on May 21, 1999.

D.L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–13874 Filed 6–2–99; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97–AWP–35]

RIN 2120–AA66

Amendment of VOR Federal Airways; Kahului, HI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule

SUMMARY: This action realigns seven Hawaiian Very High Frequency Omnidirectional Range (VOR) Federal airways due to the relocation of the Maui, HI, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC). The FAA is taking this action to enhance safety and improve the management of air traffic operations in the vicinity of Kahului, HI.

EFFECTIVE DATE: 0901 UTC, September 9, 1999.

FOR FURTHER INFORMATION CONTACT: Joseph C. White, Airspace and Rules Division, ATA–400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

Background

On March 16, 1998, the FAA proposed to amend 14 CFR part 71 (part 71) to modify the legal descriptions of seven VOR Federal airways, V–1, V–5, V–6, V–11, V–15, V–17, and V–22, located in Kahului, HI, due to the relocation of the Maui, HI, VORTAC (63 FR 12711). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments were received. Except for editorial changes, this amendment is the same as that proposed in the notice.

The Rule

This action amends part 71 by modifying the legal descriptions of seven VOR Federal airways, V–1, V–5, V–6, V–11, V–15, V–17, and V–22, due to the relocation of the Maui, HI, VORTAC. The FAA is taking this action to enhance safety and improve the management of air traffic operations in the vicinity of Kahului, HI.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally