

alert service bulletin, or within 15 months after September 28, 1989, whichever occurs later, perform initial inspections specified in paragraph 2.2.2 of the alert service bulletin. Thereafter, repeat the inspections as specified in paragraph 2.2.3 of the alert service bulletin, at intervals shown in Table AA of the alert service bulletin.

(3) At or prior to the accumulation of 55,000 total landings, or within 30 days after September 28, 1989, whichever occurs later, reduce the aircraft cabin maximum operating pressure differential to 7.5 or 7.75 psi by modification as specified in paragraph 2.2.4 of the alert service bulletin, in accordance with a method approved by the Manager, International Branch, ANM-116.

(4) For airplanes which have had the cabin pressure differential reduced from 8.2 psi to 7.75 psi as specified in paragraph 2.2.6 of the alert service bulletin, perform repetitive inspections at the intervals specified in the "N.E. period" column in Table AA of the alert service bulletin.

(5) At or prior to the accumulation of 60,000 total landings, or within 30 days after September 28, 1989, whichever occurs later, the airplane cabin maximum operating pressure differential must be reduced to 7.5 psi by modification as specified in paragraph 2.2.7 of the alert service bulletin, in accordance with a method approved by the Manager, International Branch, ANM-116.

(6) For airplanes modified for 8.2 psi maximum cabin operating pressure differential and operated for a period in excess of any Table AA inspection threshold in the alert service bulletin, perform one additional inspection at or prior to the Table AA "N.E. period" column repeat interval after limiting operation to 7.5 psi, as specified in paragraph 2.2.5 of the alert service bulletin.

#### New Requirements of This AD

##### *New Initial and Repetitive Inspections*

(c) For airplanes modified for operation to a maximum of 7.75 pounds per square inch (psi) cabin pressure differential, as specified in British Aerospace Alert Service Bulletin 53-A-PM5922, Issue 2, dated April 27, 1995: Prior to the accumulation of the number of landings specified in Table AA of the alert service bulletin, or within 3 months after the effective date of this AD, whichever occurs later, perform the inspections specified in paragraph 2.1 of the alert service bulletin. Thereafter, repeat the inspections in accordance with paragraph 2.1.1 of the alert service bulletin at the intervals shown in Table AA of the alert service bulletin. Accomplishment of the inspections required by this paragraph terminates the repetitive inspections required by paragraph (a)(1) of this AD.

**Note 2:** Paragraph (a)(1) of this AD restates the requirement for an initial and repetitive inspections contained in paragraph A.1. of AD 89-18-10. Therefore, for operators who have previously accomplished at least the initial inspection in accordance with AD 89-18-10, paragraph (c) of this AD requires that the next scheduled inspection be performed within the repetitive inspection interval specified in Table AA of Issue 2 of the alert service bulletin, after the last inspection

performed in accordance with paragraph A.1. of AD 89-18-10.

(d) For airplanes modified for operation at cabin pressure differentials above 7.75 psi up to a maximum of 8.2 psi, as specified in British Aerospace Alert Service Bulletin 53-A-PM5922, Issue 2, dated April 27, 1995: Prior to the accumulation of the number of landings specified in Table AA of the alert service bulletin, or within 3 months after the effective date of this AD, whichever occurs later, perform the inspections specified in paragraph 2.2.1 of the alert service bulletin. Thereafter, repeat the inspections in accordance with paragraph 2.2.3 of the alert service bulletin at the intervals shown in Table AA of the alert service bulletin. Accomplishment of the inspections required by this paragraph terminates the repetitive inspections required by paragraph (b)(1), (b)(2) or (b)(4) of this AD, as applicable.

**Note 3:** Paragraph (b)(1) of this AD restates the requirement for an initial and repetitive inspections contained in paragraph B.1. of AD 89-18-10. Therefore, for operators who have previously accomplished at least the initial inspection in accordance with AD 89-18-10, paragraph (d) of this AD requires that the next scheduled inspection be performed within the repetitive inspection interval specified in Table AA of Issue 2 of the alert service bulletin, after the last inspection performed in accordance with paragraph B.1. of AD 89-18-10.

##### *Corrective Actions*

(e) If any defect is found during any inspection required by this AD, prior to further flight, accomplish paragraph (e)(1), (e)(2), or (e)(3) of this AD, as applicable.

(1) Replace the defective part with a serviceable part of the same part number in accordance with the Structural Repair Manual; or

(2) For damage within the limits specified in the BAC 1-11 Structural Repair Manual, repair in accordance with the Structural Repair Manual; or

(3) Repair in accordance with a method approved by the Manager, International Branch, ANM-116.

##### *Alternative Methods of Compliance*

(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, 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 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*

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

##### *Incorporation by Reference*

(h) Except as provided by paragraphs (a)(2), (b)(3), (b)(5), and (e) of this AD, the actions shall be done in accordance with British Aerospace Alert Service Bulletin 53-A-PM5922, Issue 1, dated January 27, 1987, and British Aerospace Alert Service Bulletin 53-A-PM5922, Issue 2, dated April 27, 1995. 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 British Aerospace, Service Support, Airbus Limited, P.O. Box 77, Bristol BS99 7AR, England. 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.

(i) This amendment becomes effective on September 7, 1999.

Issued in Renton, Washington, on July 22, 1999.

**D. L. Riggin,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 99-19298 Filed 7-30-99; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-NM-372-AD; Amendment 39-11238; AD 99-16-03]

RIN 2120-AA64

#### **Airworthiness Directives; Learjet Model 23, 24, 25, 28, 29, 31, 55, and 60 Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Learjet Model 23, 24, 25, 28, 29, 31, 55, and 60 series airplanes, that requires a one-time detailed visual inspection of the electrical wire leads of the horizontal stabilizer anti-ice system to verify that the numbers on the wire leads correctly correspond to the numbers on the connected airframe wiring; installation of a wire ID strap on the left- and right-hand sides of each terminal block; and installation of a warning placard. This amendment is prompted by a report of severe flight control buffeting of a Learjet Model 55 series airplane due to a malfunction of the horizontal stabilizer anti-ice system. The actions specified by this AD are intended to prevent undetected accretion of ice on the leading edge of the horizontal

stabilizer, which could result in the loss of pitch control and consequent reduced controllability of the airplane.

**DATES:** Effective September 7, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 7, 1999.

**ADDRESSES:** The service information referenced in this AD may be obtained from Learjet, Inc., One Learjet Way, Wichita, Kansas 67209-2942. 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 FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Jose Flores, Senior Aerospace Engineer, Systems and Propulsion Branch, ACE-116W, FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4133; fax (316) 946-4407.

**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 Learjet Model 23, 24, 25, 28, 29, 31, 55, and 60 series airplanes was published in the **Federal Register** on May 17, 1999 (64 FR 26703). That action proposed to require a one-time detailed visual inspection of the electrical wire leads of the horizontal stabilizer anti-ice system to verify that the numbers on the wire leads correctly correspond to the numbers on the connected airframe wiring; installation of a wire ID strap on the left and right-hand sides of each terminal block; and installation of a warning placard.

#### 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

There are approximately 1,010 airplanes of the affected design in the worldwide fleet. The FAA estimates that 806 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the required inspection and installations, and that the average labor rate is \$60 per work hour. Required parts will be provided by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the required AD on U.S. operators is estimated to be \$48,360, or \$60 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 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:

**99-16-03 Learjet:** Amendment 39-11238. Docket 98-NM-372-AD.

**Applicability:** Model 23, 24, 25, 28, 29, 31, 55, and 60 series airplanes; as listed in Learjet Service Bulletins SB 23/24/25-30-3, SB 28/29-30-3, SB 31-30-05, SB 55-30-3, and SB 60-30-4, all dated October 27, 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 (b) 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 undetected accretion of ice on the leading edge of the horizontal stabilizer, which could result in the loss of pitch control and consequent reduced controllability of the airplane, accomplish the following:

#### One-Time Inspection

(a) Within 100 flight hours after the effective date of this AD: Perform a one-time detailed visual inspection of the electrical wire leads of the horizontal stabilizer anti-ice system to verify that the numbers on the wire leads correctly correspond to the numbers on the connected airframe wiring, in accordance with Learjet Service Bulletins SB 23/24/25-30-3, (for Model 23, 24, and 25 series airplanes), SB 28/29-30-3 (for Model 28 and 29 series airplanes), SB 31-30-5 (for Model 31 series airplanes), SB 55-30-3 (for Model 55 series airplanes), or SB 60-30-4 (for Model 60 series airplanes); all dated October 27, 1998; as applicable.

**Note 2:** For the purposes of this AD, a detailed 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."

**Corrective Action**

(1) If no discrepancy is detected during the inspection required by paragraph (a) of this AD: Concurrent with the inspection, install a wire ID strap on the left and right-hand sides of each terminal block, and install a warning placard on each terminal block, in accordance with the applicable service bulletin.

(2) If any discrepancy is detected during the inspection required by paragraph (a) of this AD: Prior to further flight, repair the discrepancy in accordance with the procedures specified in Chapter 30 of the Learjet Airplane Wiring Manual. Concurrent with the repair, install a wire ID strap on the left and right-hand sides of each terminal block, and install a warning placard on each terminal block; in accordance with the applicable service bulletin.

**Alternative Methods of Compliance**

(b) 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, Wichita Aircraft Certification Office (ACO), FAA, Small 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, 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.

**Special Flight Permits**

(c) 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.

**Incorporation by Reference**

(d) Except as provided by paragraph (a)(2) of this AD, the actions shall be done in accordance with Learjet Service Bulletin SB 23/24/25-30-3, dated October 27, 1998; Learjet Service Bulletin SB 28/29-30-3, dated October 27, 1998; Learjet Service Bulletin SB 31-30-5, dated October 27, 1998; Learjet Service Bulletin SB 55-30-3, dated October 27, 1998; or Learjet Service Bulletin SB 60-30-4, dated October 27, 1998, 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 Learjet, Inc., One Learjet Way, Wichita, Kansas 67209-2942. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the **Federal Register**, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on September 7, 1999.

Issued in Renton, Washington, on July 22, 1999.

**D. L. Riggins,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 99-19297 Filed 7-30-99; 8:45 am]

BILLING CODE 4910-13-U

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 99-AWP-9]

**Name Change of Guam Island, Agana NAS, GU Class D Airspace Area**

**AGENCY:** Federal Aviation Administration (FAA) DOT.

**ACTION:** Final rule.

**SUMMARY:** This notice changes the name of the Guam Island, Agana NAS, GU Class D airspace area to Guam International Airport, GU Class D airspace area.

**EFFECTIVE DATE:** September 9, 1999.

**FOR FURTHER INFORMATION CONTACT:** Debra Trindle, Airspace Specialist, Airspace Branch, AWP-520.10, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6613.

**SUPPLEMENTARY INFORMATION:****History**

On April 1, 1995, the United States Navy vacated Guam, Agana NAS under the mandates of the Base Realignment and Closure Act. The airport was subsequently renamed Guam International Airport.

Class D airspace is published in Paragraph 5000 FAA Order 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, through September 15, 1999, which is incorporated by reference in 14 CFR 71.1. The Class D airspace designation listed in this document would be published subsequently in this Order.

**The Rule**

This amendment to 14 CFR part 71 of the Federal Aviation Regulations renames Class D airspace at Guam Agana NAS, GU to Guam International Airport, GU.

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

Therefore, this proposed regulation—(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) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule would not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**List of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

**The Proposed Amendment**

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

**PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS**

1. The authority citation for 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR9565, 3 CFR, 1959-1963 Comp., p. 389.

**§71.1 [Amended]**

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

*Paragraph 500 Class D Airspace*

\* \* \* \* \*

**AWP GU D Guam International Airport, GU [Amended]**

Guam International Airport, GU  
(Lat 13°28'54" N, long. 144°47'36" E)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 4.3 mile radius of Guam International Airport.

\* \* \* \* \*

Issued in Los Angeles, California, on July 27, 1999.

**Dawna J. Vicars,**

*Assistant Manager, Air Traffic Division, Western-Pacific Region.*

[FR Doc. 99-19692 Filed 7-30-99; 8:45 am]

BILLING CODE 4910-13-M