location where the inspection requirements of this AD can be accomplished.

(e) The actions required by this AD shall be done in accordance with the following Rolls-Royce ASBs:

Document No.	Pages	Revision	Date
AE 2100A–A–72–193/AE 2100C–A–72–143 ..... Total pages: 12.	1–12	1	October 20, 1998.
ASB AE 2100A–A–72–197/AE 2100C–A–72–149 ..... Total pages: 25	1–25	Original	May 19, 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 Rolls-Royce Allison, P.O. Box 420, Speed Code R–01B, Indianapolis, IN 46202–0420; telephone (317) 230–2720, fax (317) 230–3381. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

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

Issued in Burlington, Massachusetts, on August 11, 1999.

David A. Downey,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 99–21330 Filed 8–19–99; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–315–AD; Amendment 39–11261; AD 99–17–13]

RIN 2120–AA64

Airworthiness Directives; Lockheed Model L–1011–385 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Lockheed Model L–1011–385 series airplanes, that requires repetitive inspections to detect discrepancies of the lower actuator pins and/or bushings of the horizontal stabilizer, and replacement of any discrepant component with a new component. Replacement of all four actuator pins and bushings terminates the repetitive inspections. This amendment is prompted by a report indicating that a fractured lower actuator pin of the horizontal stabilizer was detected. The actions specified by this AD are intended to detect and correct discrepancies of the lower actuator pins and bushings of the horizontal stabilizer, which could result in reduced structural integrity of the horizontal stabilizer control system, and consequent reduced controllability of the airplane.

DATES: Effective September 24, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the **Federal Register** as of September 24, 1999.

ADDRESSES: The service information referenced in this AD may be obtained from Lockheed Martin Aircraft & Logistics Center, 120 Orion Street, Greenville, South Carolina 29605. 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, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia; or at the Office of the **Federal Register**, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Thomas Peters, Program Manager, Systems and Flight Test Branch, ACE–116A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30337–2748; telephone (770) 703–6063; fax (770) 703–6097.

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 Lockheed Model L–1011–385 series airplanes was published in the **Federal Register** on April 16, 1999 (64 FR 18842). That action proposed to require repetitive inspections to detect discrepancies of the lower actuator pins and/or bushings of the horizontal stabilizer, and replacement of any discrepant component with a new component. Replacement of all four actuator pins and bushings terminates the repetitive inspections.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the single comment received.

The commenter supports the proposed rule.

Explanation of Change Made to Proposal

The FAA has added ''Note 2'' to the final rule to clarify that the 12,000 flight cycle life limit imposed on the lower actuator pins of the stabilizer by AD 92–16–19, amendment 39–8329 (57 FR 36892, August 17, 1992), is not affected by this rulemaking.

Conclusion

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

Cost Impact

There are approximately 235 airplanes of the affected design in the worldwide fleet. The FAA estimates that 117 airplanes of U.S. registry will be affected by this AD.

It will take approximately 4 work hours per airplane to accomplish the required inspection, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the inspection required by this AD on U.S. operators is estimated to be $28,080, or $240 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 that is provided by this AD action, it would take approximately 2 work hours to accomplish it, at an average labor rate of $60 per work hour. Required parts would cost approximately $4,550 per set of four pins and bushings, per airplane. Based

on these figures, the cost impact of the accomplishment of the optional terminating action would be $4,670 per airplane.

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:

99–17–13 Lockheed: Amendment 39–11261. Docket 98–NM–315–AD.

Applicability: Model L–1011–385–1, –1–14, –1–15, and –3 series airplanes, as listed in Lockheed Service Bulletin 093–27–306, dated January 14, 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 (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 detect and correct discrepancies of the lower actuator pins and bushings of the horizontal stabilizer, which could result in reduced structural integrity of the horizontal stabilizer control system, and consequent reduced controllability of the airplane, accomplish the following:

Initial Inspection

(a) Except as provided by paragraph (a)(3) of this AD: Perform an inspection to detect discrepancies (e.g., damage, cracking), of the lower actuator pins and/or bushings of the horizontal stabilizer using one of the three inspection methods (borescope, eddy current, or magnetic particle) listed in Lockheed Service Bulletin 093–27–306, dated January 14, 1998, in accordance with that service bulletin, at the time specified in paragraph (a)(1), (a)(2), or (a)(3) of this AD, as applicable.

(1) For airplanes that have accumulated fewer than 3,500 flight cycles since replacement of the actuator pins or bushings as of the effective date of this AD: Inspect within 3,500 flight cycles since replacement, or within 6 months after the effective date of this AD, whichever occurs later.

(2) For airplanes that have accumulated 3,500 or more flight cycles, but fewer than 5,000 flight cycles, since replacement of the actuator pins or bushings as of the effective date of this AD: Inspect within 60 days after the accumulation of 5,000 flight cycles since replacement, or within 6 months after the effective date of this AD, whichever occurs first.

(3) For airplanes that have accumulated 5,000 or more flight cycles since replacement of the actuator pins or bushings as of the effective date of this AD: Perform a magnetic particle inspection within 60 days after the effective date of this AD.

Note 2: The 12,000 flight cycle life limit imposed on the lower actuator pins of the stabilizer by AD 92–16–19, amendment 39–8329 (57 FR 36892, August 17, 1992), is not affected by this rulemaking.

Repetitive Inspections

(b) Thereafter, repeat the inspection required by paragraph (a) of this AD in accordance with Lockheed Service Bulletin 093–27–306, dated January 14, 1998, at the interval specified in paragraph (b)(1), (b)(2), (b)(3), or (b)(4) of this AD; as applicable; until the actions specified in paragraph (d) of this AD have been accomplished.

(1) If the immediately preceding inspection was performed using borescope or eddy current procedures, and fewer than 5,000 flight cycles have accumulated since the most recent replacement of the actuator pins or bushings: Within 350 flight cycles after accomplishment of the initial inspection, perform a borescope, eddy current, or magnetic particle inspection. Repeat the inspection using a borescope or eddy current technique, as applicable, thereafter at intervals not to exceed 350 flight cycles.

(2) If the immediately preceding inspection was performed using borescope or eddy current procedures, and 5,000 or more flight cycles have accumulated since the most recent replacement of the actuator pins or bushings: Within 350 flight cycles after accomplishment of the initial inspection, perform a magnetic particle inspection. Repeat the magnetic particle inspection thereafter at intervals not to exceed 1,000 flight cycles.

(3) If the immediately preceding inspection was performed using magnetic particle procedures, and fewer than 5,000 flight cycles have accumulated since the most recent replacement of the actuator pins or bushings: Perform a borescope, eddy current, or magnetic particle inspection within 1,000 flight cycles.

(4) If the immediately preceding inspection was performed using magnetic particle procedures, and 5,000 or more flight cycles have accumulated since the most recent replacement of the actuator pins or bushings: Perform a magnetic particle inspection with 1,000 flight cycles. Repeat the magnetic particle inspection thereafter at intervals not to exceed 1,000 flight cycles.

Corrective Action

(c) If any discrepancy (e.g., damage, cracking) is detected during any inspection required by this AD, prior to further flight, accomplish paragraph (c)(1) or (c)(2) of this AD, as applicable, in accordance with Lockheed Service Bulletin 093–27–306, dated January 14, 1998.

(1) If any discrepancy is detected after performing a borescope or eddy current inspection, perform a magnetic particle inspection.

(2) If any discrepancy is detected after performing a magnetic particle inspection, replace the discrepant component with a new component. Accomplishment of this replacement terminates the repetitive inspections for that component.

Terminating Action

(d) Replacement of all four actuator pins and bushings with new actuator pins and bushings, in accordance with Lockheed Service Bulletin 093–27–306, dated January 14, 1998, constitutes terminating action for the repetitive inspections required by 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, Atlanta 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, Atlanta ACO.

Note 3: 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

(f) 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

(g) The actions shall be done in accordance with Lockheed Service Bulletin 093–27–306, dated January 14, 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 Lockheed Martin Aircraft & Logistics Center, 120 Orion Street, Greenville, South Carolina 29605. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia.; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on September 24, 1999.

Issued in Renton, Washington, on August 10, 1999.

D.L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–21363 Filed 8–19–99; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99–NM–55–AD; Amendment 39–11262; AD 99–17–14]

RIN 2120–AA64

Airworthiness Directives; Bombardier Model DHC–8 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Bombardier Model DHC–8 series airplanes, that requires a one-time inspection of the spring assemblies located in the rudder control feel unit to verify that dual rate configuration springs are installed; and revising the Airplane Flight Manual to prohibit airplane operation from runways less than 75 feet wide, if necessary. This amendment also requires eventual replacement of any single rate configuration springs with dual rate configuration springs, which terminates the requirement for the AFM revision. 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 an asymmetric rudder force condition, which could result in reduced controllability of the airplane and consequent potential for center line deviation.

DATES: Effective September 24, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 24, 1999.

ADDRESSES: The service information referenced in this AD may be obtained from Bombardier, Inc., Bombardier Regional Aircraft Division, Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; at the FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: James E. Delisio, Aerospace Engineer, Airframe and Propulsion Branch, ANE–171, FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256–7521; fax (516) 568–2716.

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 Bombardier Model DHC–8 series airplanes was published in the **Federal Register** on June 22, 1999 (64 FR 33232). That action proposed to require a one-time inspection of the spring assemblies located in the rudder control feel unit to verify that dual rate configuration springs are installed; and revising the Airplane Flight Manual to prohibit airplane operation from runways less than 75 feet wide, if necessary. That proposal also would require eventual replacement of any single rate configuration springs with dual rate configuration springs, which would terminate the requirement for the AFM revision.

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.

Explanation of Change Made to Proposal

The FAA has added a note to the final rule to clarify the definition of a general visual inspection.

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 235 airplanes of U.S. registry will be affected by this AD.

It will take approximately 1 work hour per airplane to accomplish the required inspection, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the inspection required by this AD on U.S. operators is estimated to be $14,100, or $60 per airplane.

It will take approximately 10 work hours per airplane to accomplish the required replacement, at an average labor rate of $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 replacement required by this AD on U.S. operators is estimated to be $141,000, or $600 per airplane.

If accomplished, it will take approximately 1 work hour per airplane to accomplish the AFM revision, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the AFM revision on U.S. operators, if accomplished, is estimated to be $14,100, or $60 per airplane.

The cost impact figures discussed above are 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,