

false ground proximity warning system (GPWS) alerts/callouts. Affected GPWS features may include sink rate alerts, glide slope deviation alerts, and altitude callouts."

(2) Following accomplishment of the AFM revision required by paragraph (a)(1) of this AD, if a caution message reading "ILS 1 FAULT," "ILS 2 FAULT," or "ILS 1+2 FAULT" is displayed intermittently or continuously on ECAM during any portion of any flight: Within 10 days after the message is first displayed, remove the faulty ILS receiver and install either a new or serviceable part that has the same P/N as the ILS receiver that was removed from the airplane or a part that has been modified in accordance with AlliedSignal Electronic and Avionics Systems Service Bulletin M-4431 (RIA-35B-34-7), Revision 1, dated May 1998.

Note 2: The ECAM messages described in paragraph (a)(2) of this AD, when displayed to the pilot, are normally preceded by "NAV" indicating a fault in the navigation system.

(b) As of August 28, 1998, no person shall install on any airplane an AlliedSignal RIA-35B ILS receiver, P/N 066-50006-0202, that has been found to be discrepant [that is, an ILS receiver for which one of the caution messages specified in paragraph (a)(2) of this AD was displayed on the ECAM] unless the discrepancy has been corrected by modifying the ILS receiver in accordance with AlliedSignal Electronic and Avionics Systems Service Bulletin M-4431 (RIA-35B-34-7), Revision 1, dated May 1998.

New Actions Required By This AD

(c) Within 6 months after the effective date of this AD, replace all RIA-35B ILS receivers, P/N 066-50006-0202, with RIA-35B ILS receivers that have been modified in accordance with AlliedSignal Electronic and Avionics Systems Service Bulletin M-4431 (RIA-35B-34-7), Revision 1, dated May 1998; on which the P/N's have been converted to 066-50006-1202. Such replacement constitutes terminating action for the requirements of paragraph (a) of this AD. After the replacement has been accomplished, the limitations required by paragraph (a)(1) of this AD may be removed from the AFM.

Note 3: Modification of all AlliedSignal RIA-35B ILS receivers, P/N 066-50006-0202, accomplished prior to August 28, 1998, in accordance with AlliedSignal Electronic and Avionics Systems Service Bulletin M-4431 (RIA-35B-34-7), dated April 1998, is considered acceptable for compliance with the modification specified in this amendment.

Note 4: Airbus Industrie Service Bulletin A320-34-1163, Revision 01, dated August 19, 1998 (for Model A319, A320 and A321 series airplanes), Service Bulletin A330-34-3068, dated April 28, 1998 (for Model A330 series airplanes), and Service Bulletin A340-34-4073, dated April 28, 1998 (for Model A340 series airplanes), provide additional information on the installation of RIA-35B ILS receiver part number 066-50006-1202.

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, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Operations Inspector or Principal Avionics Inspector or Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 5: 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

(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.

Incorporation by Reference

(f) The replacement shall be done in accordance with AlliedSignal Electronic and Avionics Systems Service Bulletin M-4431 (RIA-35B-34-7), Revision 1, dated May 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 AlliedSignal Aerospace, Technical Publications, Dept. 65-70, P.O. Box 52170, Phoenix, Arizona 85072-2170. 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.

(g) This amendment becomes effective on November 22, 1999.

Issued in Renton, Washington, on October 7, 1999.

D. L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-324-AD; Amendment 39-11373; AD 99-21-27]

RIN 2120-AA64

Airworthiness Directives; Bombardier Model DHC-8-311 and -315 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Bombardier Model DHC-8-311 and -315 series airplanes,

that currently requires replacement of the nitrogen cylinder assemblies that inflate the airplane's ditching dams with improved nitrogen cylinder assemblies. This amendment expands the applicability of the existing AD. 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 failure of the ditching dams to inflate fully during an emergency water landing, which could result in water entering the airplane.

DATES: Effective November 22, 1999.

The incorporation by reference of Bombardier Service Bulletin S.B. 8-25-122, dated October 10, 1997, listed in the regulations, was approved previously by the Director of the Federal Register as of July 8, 1998 (63 FR 30121, June 3, 1998).

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; or 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: Ezra Sasson, Aerospace Engineer, Systems and Flight Test Branch, ANE-172, FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7520; fax (516) 568-2716.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 98-11-25, amendment 39-10550 (63 FR 30121, June 3, 1998), which is applicable to certain Bombardier Model DHC-8-311 and -315 series airplanes, was published in the **Federal Register** on August 12, 1999 (64 FR 43959). The action proposed to supersede AD 98-11-25 to continue to require replacement of the nitrogen cylinder assemblies that inflate the airplane's ditching dams with improved nitrogen cylinder assemblies. That action also proposed to expand the applicability of the existing AD.

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

The replacement that is currently required by AD 98-11-25, and retained in this AD, will take approximately 4 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts will be provided by the manufacturer of the nitrogen cylinder assembly at no cost to the operator. Based on these figures, the cost impact of the replacement currently required on U.S. operators is estimated to be \$480, or \$240 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 removing amendment 39-10550 (63 FR 30121, June 3, 1998), and by adding a new airworthiness directive (AD), amendment 39-11373, to read as follows:

99-21-27 Bombardier, Inc. (Formerly de Havilland, Inc.): Amendment 39-11373. Docket 98-NM-324-AD. Supersedes AD 98-11-25, Amendment 39-10550.

Applicability: Model DHC-8-311 and -315 series airplanes in the medium and high gross weight configuration, on which Bombardier Change Request CR803SO00001, CR803SO00001-1, CR803SO00002, CR803SO00002-1, CR803CH00046, CR803CH00079, CR803CH00105, CR825CH00847, or CR803CH00051 has been incorporated; certificated in any category.

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 failure of the ditching dams to inflate fully during an emergency water landing, which could result in water entering the airplane, accomplish the following:

Restatement of the Requirements of AD 98-11-25, Amendment 39-10550

(a) For airplanes in the medium and high gross weight configuration, on which Bombardier Change Request CR803SO00001, CR803SO00002, CR803CH00046, CR803CH00079, CR803CH00105, CR825CH00847, or CR803CH00051 has been incorporated: Within 6 months after July 8,

1998 (the effective date of AD 98-11-25), replace the existing nitrogen cylinder assembly on the ditching dams with a new nitrogen cylinder assembly that incorporates an improved valve assembly (reference de Havilland Modification 8/3154), in accordance with de Havilland Service Bulletin S.B. 8-25-122, dated October 10, 1997.

(b) For airplanes in the medium and high gross weight configuration, on which Bombardier Change Request CR803SO00001, CR803SO00002, CR803CH00046, CR803CH00079, CR803CH00105, CR825CH00847, or CR803CH00051 has been incorporated: As of July 8, 1998, no person shall install on any airplane any nitrogen cylinder assembly having part number (P/N) 410870(BSC) or 410870-1.

New Requirements of This AD

Replacement

(c) For airplanes other than those identified in paragraph (a) of this AD: Within 6 months after the effective date of this AD, replace the existing nitrogen cylinder assembly on the ditching dams with a new nitrogen cylinder assembly having P/N 410870-3 or -5, that incorporates an improved valve assembly (reference de Havilland Modification 8/3154), in accordance with de Havilland Service Bulletin S.B. 8-25-122, dated October 10, 1997.

Spares

(d) For airplanes other than those identified in paragraph (a) of this AD: As of the effective date of this AD, no person shall install on any airplane any nitrogen cylinder assembly having P/N 410870(BSC) or 410870-1.

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, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

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

Incorporation by Reference

(g) The replacement shall be done in accordance with de Havilland Service Bulletin S.B. 8-25-122, dated October 10, 1997. This incorporation by reference was approved previously by the Director of the Federal Register as of July 8, 1998 (63 FR 30121, June 3, 1998). Copies may be obtained from Bombardier, Inc., Bombardier Regional Aircraft Division, Garratt Boulevard,

Downsview, Ontario M3K 1Y5, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or 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.

Note 3: The subject of this AD is addressed in Canadian airworthiness directive CF-97-21R1, dated July 22, 1998.

(h) This amendment becomes effective on November 22, 1999.

Issued in Renton, Washington, on October 7, 1999.

D. L. Riggan,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-26866 Filed 10-15-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-209-AD; Amendment 39-11372; AD 99-21-26]

RIN 2120-AA64

Airworthiness Directives; Raytheon (Beech) Model 400, 400A, 400T, and MU-300-10 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Raytheon (Beech) Model 400, 400A, 400T, and MU-300-10 airplanes, that currently requires a revision to the Airplane Flight Manual (AFM) to provide pilots with special operating procedures during icing conditions. This amendment adds a requirement to modify the airplane ice protection system. This amendment also removes Model MU-300 airplanes from the applicability of the existing AD. This amendment is prompted by the development of a modification that will positively address the unsafe condition. The actions specified by this AD are intended to prevent uncommanded nose-down pitch at certain flap settings during icing conditions.

DATES: Effective November 22, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 22, 1999.

ADDRESSES: The service information referenced in this AD may be obtained

from Raytheon Aircraft Company, Technical Services—Beech; P.O. Box 85, Wichita, Kansas 67201-0085. 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: Tina L. Miller, Aerospace Engineer, Flight Test Branch, ACE-117W, FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4168; fax (316) 946-4407.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 94-25-10, amendment 39-9094 (59 FR 64112, December 13, 1994), which is applicable to all Raytheon (Beech) Model 400, 400A, 400T, and MU-300-10 airplanes, and all Mitsubishi Model MU-300 airplanes, was published in the **Federal Register** on February 26, 1997 (62 FR 8650). That action proposed to continue to require a revision to the Airplane Flight Manual (AFM) to provide pilots with special operating procedures during icing conditions, and proposed to require modification of the horizontal stabilizer ice protection system. That action also proposed to remove Model MU-300 airplanes from the applicability of the existing AD. [The FAA is in the process of issuing separate rulemaking action (Docket 96-NM-210-AD) for Model MU-300 airplanes that will require, among other things, certain AFM revisions and installation of an ice detector on those airplanes.] That proposal was prompted by the development of a modification that will positively address the unsafe condition. The proposed requirements of that action are intended to prevent uncommanded nose-down pitch at certain flap settings during icing conditions.

Actions Since the Issuance of the NPRM

The FAA has reviewed and approved Raytheon Service Instructions No. T-1A-0064 (undated). This service information describes procedures for installation of an additional anti-ice control valve and pressure switch for the bleed air supply in the aft fuselage compartment, and an ice detector on the

nose of the aircraft, and related annunciators, relays, a selector switch, and electrical wiring in the flight compartment and fuselage areas. In addition, the service information contains a "Note" that provides procedures to perform if icing conditions are encountered during flight.

Comments to the NPRM

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

Request To Delay Issuance of the Final Rule

One commenter requests that the FAA delay the issuance of the final rule until a new modification of the horizontal stabilizer icing protection system is available for field installation on the Model 400T. The commenter states that such a modification would require less down time of the airplane and lower costs to the operator.

The FAA considers that a delay in issuance of this final rule is unnecessary. The FAA considers that accomplishment of the actions required by the existing AD were adequate to prevent uncommanded nose-down pitch at certain flap settings during icing conditions in the interim until the modification required by this final rule could be accomplished. However, as noted in the proposal, accomplishment of the modification of the ice protection system improves the ice protection of the horizontal stabilizer. Since such a modification is now available for Model 400T airplanes, the FAA has determined that it is appropriate to add a provision for accomplishment of this modification in this final rule. Paragraph (b)(2) of this AD has been revised accordingly.

Request To Revise the Cost Impact Paragraph

This same commenter requests that the FAA revise the number of airplanes specified in the Cost Impact paragraph of the proposal to reflect the actual number of airplanes affected by the proposal. The manufacturer notes that there are currently 360 Raytheon (Beech) Model 400, 400A, and 400T airplanes and MU-300-10 airplanes in the worldwide fleet, 64 Model 400 and MU-300-10 airplanes, 107 Model 400A airplanes, and 189 Model 400T airplanes of U.S. Registry.

The FAA concurs with revising the number of airplanes, and the resulting revision of the cost estimate figures involved. However, since the submittal of the manufacturer's initial comments,