

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 previously described. 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 991 airplanes of the affected design in the worldwide fleet. The FAA estimates that 213 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 that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$12,780, or \$60 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:

99-05-02 Boeing: Amendment 39-11051. Docket 97-NM-254-AD.

Applicability: Model 747-100, 747-200B, 747-200F, 747-200C, 747SR, 747-100B, 747-300, 747-100B SUD, 747-400, 747-400D, and 747-400F series airplanes; having line numbers 1 through 1,116 inclusive; 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 the failure of the outboard sequence carriage fitting, which could allow the wing inboard foreflap to separate and penetrate the fuselage, possibly injuring passengers and crewmembers, accomplish the following:

(a) Within 1,500 landings or 18 months after the effective date of this AD, whichever occurs first, perform a one-time detailed visual inspection of the outboard sequence carriage attachment fitting to detect any discrepancy (missing, loose, or migrated shim; and loose fasteners) in accordance with Boeing Alert Service Bulletin 747-57A2302, dated April 10, 1997, or Boeing Service Bulletin 747-57A2302, Revision 1, dated June 18, 1998. If any discrepancy is detected, accomplish follow-on corrective actions in accordance with the applicable chapter of the Boeing Airplane Maintenance Manual specified in either of the service bulletins.

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

(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.

(d) The actions shall be done in accordance with Boeing Alert Service Bulletin 747-57A2302, dated April 10, 1997, or Boeing Service Bulletin 747-57A2302, Revision 1, dated June 18, 1998. 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.

(e) This amendment becomes effective on April 5, 1999.

Issued in Renton, Washington, on February 18, 1999.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-4630 Filed 2-26-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-238-AD; Amendment 39-11052; AD 99-05-03]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 757-200 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 757-200 series airplanes, that requires replacement of the stringer clip(s) with a new stringer clip(s), and modification of the life raft support structure and/or life raft doors, as applicable. This amendment is prompted by a report that certain life raft stowage compartments and certain life raft doors are understrength. The actions specified by this AD are intended to prevent a life raft falling from its stowage compartment, and consequently injuring nearby occupants or delaying or impeding the evacuation of passengers during an emergency landing.

DATES: Effective April 5, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 5, 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: Keith Ladderud, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2780; 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 757-200 series airplanes was published in the **Federal Register** on December 17, 1998 (63 FR 69569). That action proposed to require replacement of the stringer clip(s) with a new stringer clip(s), and modification of the life raft support structure and/or life raft doors, as applicable.

Comments

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

Three commenters support the proposed rule. Two commenters indicate that they are not affected by the proposed rule.

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 as proposed.

Cost Impact

There are approximately 256 airplanes of the affected design in the worldwide fleet. The FAA estimates that 139 airplanes of U.S. registry will be affected by this AD.

For Groups 1 and 2 airplanes (as specified in the service bulletin), it will take approximately 32 work hours per airplane to accomplish the required

actions, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$4,544 (for Group 1 airplanes) or \$4,801 (for Group 2 airplanes) per airplane. Based on these figures, the cost impact of the actions required by this AD on U.S. operators of Groups 1 and 2 airplanes is estimated to be \$6,464 (for Group 1 airplanes), or \$6,721 (for Group 2 airplanes) per airplane.

For Groups 3 and 4 airplanes, it will take approximately 30 work hours per airplane to accomplish the required actions, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$3,668 (for Group 3 airplanes) or \$3,530 (for Group 4 airplanes) per airplane. Based on these figures, the cost impact of the actions required by this AD on U.S. operators of Groups 3 and 4 airplanes is estimated to be \$5,468 (for Group 3 airplanes), or \$5,330 (for Group 4 airplanes) per airplane.

For Group 5 airplanes, it will take approximately 6 work hours per airplane to accomplish the required actions, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$680 per airplane. Based on these figures, the cost impact of the actions required by this AD on this group of U.S. operators is estimated to be \$1,040 per airplane.

For Group 6 airplanes, it will take approximately 20 work hours per airplane to accomplish the required actions, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$2,785 per airplane. Based on these figures, the cost impact of the actions required by this AD on this group of U.S. operators is estimated to be \$3,985 per airplane.

For Group 7 airplanes, it will take approximately 13 work hours per airplane to accomplish the required actions, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$1,019 per airplane. Based on these figures, the cost impact of the actions required by this AD on this group of U.S. operators is estimated to be \$1,799 per airplane.

For Group 8 airplanes, it will take approximately 15 work hours per airplane to accomplish the required actions, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$2,187 per airplane. Based on these figures, the cost impact of the actions required by this AD on this group of U.S. operators is estimated to be \$3,087 per airplane.

The cost impact figures discussed above are 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:

99-05-03 Boeing: Amendment 39-11052. Docket 98-NM-238-AD.

Applicability: Model 757-200 series airplanes, as listed in Boeing Service Bulletin 747-25-0180, dated October 9, 1997, 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 a life raft from falling from its stowage compartment, and consequently injuring nearby occupants or delaying or impeding the evacuation of passengers during an emergency landing, accomplish the following:

(a) Within 18 months after the effective date of this AD, replace the stringer clip(s) with a new stringer clip(s), and modify the life raft support structure and/or life raft door, as applicable, in accordance with Boeing Service Bulletin 757-25-0180, dated October 9, 1997.

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, 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 2: 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

(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) The replacement and modification shall be done in accordance with Boeing Service Bulletin 757-25-0180, dated October 9, 1997. 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.

(e) This amendment becomes effective on April 5, 1999.

Issued in Renton, Washington, on February 18, 1999.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-4629 Filed 2-26-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-ANE-76-AD; Amendment 39-11053; AD 99-05-05]

RIN 2120-AA64

Airworthiness Directives; International Aero Engines AG (IAE) V2500-A1 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to International Aero Engines AG (IAE) V2500-A1 series turbofan engines, that requires initial and repetitive inspections of certain High Pressure Turbine (HPT) stage 1 and stage 2 disks utilizing an improved ultrasonic method when the disks are exposed during a normal shop visit, and if a subsurface anomaly is found, removal from service and replacement with a serviceable part. This amendment is prompted by the results of a stage 1 HPT disk fracture investigation which has identified a population of HPT stage 1 and 2 disks that may have subsurface anomalies formed as a result of the processes used to manufacture the material. The actions specified by this AD are intended to prevent HPT disk fracture, which could result in an uncontained engine failure, and damage to the airplane.

DATES: Effective April 30, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 30, 1999.

ADDRESSES: The service information referenced in this AD may be obtained from Rolls-Royce Commercial Aero Engine Limited, P. O. Box 31, Derby, England, DE2488J, Attention: Publication Services ICL-TP. This information may be examined at the Federal Aviation Administration (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.

FOR FURTHER INFORMATION CONTACT:

Diane Cook, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7133, fax (781) 238-7199.

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 International Aero Engines AG (IAE) V2500-A1 series turbofan engines was published in the **Federal Register** on January 6, 1999 (64 FR 787). That action proposed to require initial and repetitive inspections of certain High Pressure Turbine (HPT) stage 1 and stage 2 disks utilizing an improved ultrasonic method when the disks are exposed during a normal shop visit. The action also proposed removal from service and replacement with a serviceable part in accordance with IAE Service Bulletin (SB) No. V2500-ENG-72-0344, dated December 18, 1998, if a subsurface anomaly is found.

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

One commenter supports the proposed actions contained in the notice of proposed rulemaking (NPRM).

One commenter notes that its operators are not affected by the proposed actions contained in the NPRM.

One commenter suggests changing some of the wording in the discussion section of the NPRM to more accurately describe the process by which a defect within the HPT stage 1 and stage 2 disks may have occurred. The FAA concurs and has made an appropriate wording change in the summary section.

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 as proposed. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

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