Frequency	Field strength (volts per meter)	
	peak	average
The field strengths are expressed in terms of peak root-mean-square (rms) values.		

or,

(2) The applicant may demonstrate by a system test and analysis that the electrical and electronic systems that perform critical functions can withstand a minimum threat of 100 volts per meter, peak electrical field strength, from 10 KHz to 18 GHz. When using this test to show compliance with the HIRF requirements, no credit is given for signal attenuation due to installation.

A preliminary hazard analysis must be performed by the applicant, for approval by the FAA, to identify electrical and/or electronic systems that perform critical functions. The term ''critical'' means those functions whose failure would contribute to, or cause, a failure condition that would prevent the continued safe flight and landing of the airplane. The systems identified by the hazard analysis that perform critical functions are candidates for the application of HIRF requirements. A system may perform both critical and non-critical functions. Primary electronic flight display systems, and their associated components, perform critical functions such as attitude, altitude, and airspeed indication. The HIRF requirements apply only to critical functions.

Compliance with HIRF requirements may be demonstrated by tests, analysis, models, similarity with existing systems, or any combination of these. Service experience alone is not acceptable since normal flight operations may not include an exposure to the HIRF environment. Reliance on a system with similar design features for redundancy as a means of protection against the effects of external HIRF is generally insufficient since all elements of a redundant system are likely to be exposed to the fields concurrently.

Applicability

As discussed above, these special conditions are applicable to the Beech Model 3000. Should Raytheon Aircraft Company apply at a later date for a supplemental type certificate or amended type certificate to modify any other model that may be included on this Type Certificate incorporating, the same novel or unusual design feature, the special conditions would apply to that model as well under the provisions of § 21.101(a)(1).

Conclusion

This action affects only certain novel or unusual design features on one model of airplane. It is not a rule of general applicability and affects only the applicant who applied to the FAA for approval of these features on the airplane.

The substance of these special conditions has been subjected to the notice and comment period in several prior instances and has been derived without substantive change from those previously issued. It is unlikely that prior public comment would result in a significant change from the substance contained herein. For this reason, and because a delay would significantly affect the certification of the airplane, which is imminent, the FAA has determined that prior public notice and comment are unnecessary and impracticable, and good cause exists for adopting these special conditions upon issuance. The FAA is requesting comments to allow interested persons to submit views that may not have been submitted in response to the prior opportunities for comment described above.

List of Subjects in 14 CFR Part 23

Aircraft, Aviation safety, Signs and symbol

Citation

The authority citation for these special conditions is as follows:

Authority: 49 U.S.C. 106(g), 40113 and 44701; 14 CFR part 21, §§ 21.16 and 21.17; and 14 CFR part 11, §§ 11.28 and 11.49.

The Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for the Raytheon Aircraft Company, Beech Model 3000 airplane.

1. Protection of Electrical and Electronic Systems from High Intensity Radiated Fields (HIRF). Each system that performs critical functions must be designed and installed to ensure that the operations, and operational capabilities of these systems to perform critical functions, are not adversely affected when the airplane is exposed to high intensity radiated electromagnetic fields external to the airplane.

2. For the purpose of these special conditions, the following definition applies: Critical Functions: Functions whose failure would contribute to, or cause, a failure condition that would prevent the continued safe flight and landing of the airplane.

Issued in Kansas City, Missouri on July 14, 1998.

Marvin Nuss,

Assistant Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–20345 Filed 7–29–98; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–212–AD; Amendment 39–10676; AD 98–16–01]

RIN 2120–AA64

Airworthiness Directives; McDonnell Douglas Model MD–11 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model MD–11 series airplanes. This action requires repetitive inspections to measure for free play (wear on nut assembly) of the horizontal stabilizer actuator assembly, and corrective actions, if necessary. This amendment is prompted by reports of wear of the horizontal stabilizer actuator assembly due to a jackscrew surface finish that was manufactured incorrectly. The actions specified in this AD are intended to prevent excessive free play and wear of the horizontal stabilizer actuator assembly, which could result in a free-floating horizontal stabilizer, and consequent loss of aircraft pitch control.

DATES: Effective August 14, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 14, 1998.

Comments for inclusion in the Rules Docket must be received on or before September 28, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 98–NM–212–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from The Boeing Company, Douglas Products

Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1–L51 (2–60). This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the **Federal Register**, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: David Y. J. Hsu, Aerospace Engineer, Airframe Branch, ANM–120L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712–4137; telephone (562) 627–5323; fax (562) 627–5210.

SUPPLEMENTARY INFORMATION: The FAA has received numerous reports of the actuator nut assembly of the horizontal stabilizer prematurely wearing out on McDonnell Douglas Model MD–11 series airplanes. In one of these incidents, the nut assembly had completely worn through. The cause of such wear and resultant excessive free play has been attributed to a jackscrew surface finish that was out of design specification tolerance, as a result of a manufacturing process error. If not corrected, this condition, in conjunction with a failure of the opposite side jackscrew assembly, could result in a free-floating horizontal stabilizer, and consequent loss of aircraft pitch control.

Explanation of Relevant Service Information

The FAA has reviewed and approved McDonnell Douglas Service Bulletin MD11–27–067, dated July 31, 1997; McDonnell Douglas Service Bulletin MD11–27–067, Revision 01, dated February 24, 1998; McDonnell Douglas Alert Service Bulletin MD11–27A067, Revision 02, dated May 18, 1998; and McDonnell Douglas Alert Service Bulletin MD11–27A067, Revision 03, dated June 9, 1998. These service bulletins describe procedures for repetitive inspections to measure for free play (wear on nut assembly) of the horizontal stabilizer actuator assembly, and corrective actions, if necessary. These corrective actions include replacing the actuator assembly with a new actuator assembly, repairing the jackscrew assembly, and replacing the nut assembly with a new nut assembly. Accomplishment of the actions specified in these service bulletins is intended to adequately address the identified unsafe condition.

Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, this AD is being issued to prevent excessive free play and wear of the horizontal stabilizer actuator assembly, which could result in a free-floating horizontal stabilizer, and consequent loss of aircraft pitch control. The actions are required to be accomplished in accordance with the service bulletins described previously, except as discussed below. This AD also requires that operators submit a report of the results of the initial inspection required by this AD to the FAA.

Differences Between Proposed Rule and Service Bulletins

Operators should note that although the service bulletins specify that the manufacturer may be contacted for disposition of certain repair/modification conditions, this AD requires the repair of those conditions to be accomplished in accordance with a method approved by the FAA.

Determination of Rule's Effective Date

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES.** All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 98–NM–212–AD.'' The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a ''significant regulatory action'' under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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:

98–16–01 McDonnell Douglas: Amendment 39–10676. Docket 98–NM–212–AD.

Applicability: Model MD–11 series airplanes, as listed in McDonnell Douglas MD–11 Alert Service Bulletin MD11–27A067, Revision 03, dated June 9, 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 (i) 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 excessive play and wear on the horizontal stabilizer actuator assembly, which could result in a free-floating horizontal stabilizer, and consequent loss of aircraft pitch control, accomplish the following:

Note 2: Where there are differences between the service bulletins and the AD, the AD prevails.

(a) Within 30 days after the effective date of this AD: Perform an inspection to measure for free play (wear on nut assembly) of the horizontal stabilizer actuator assembly, left and right sides, in accordance with any of the following McDonnell Douglas service bulletins:

- McDonnell Douglas Service Bulletin MD11–27–067, dated July 31, 1997;
- McDonnell Douglas Service Bulletin MD11–27–067, Revision 01, dated February 24, 1998;
- McDonnell Douglas Alert Service Bulletin MD11–27A067, Revision 02, dated May 18, 1998; or
- McDonnell Douglas Alert Service Bulletin MD11–27A067, Revision 03, dated June 9, 1998.

(b) For airplanes that have accumulated 2,000 or more total landings at the time of accomplishment of the inspection required by paragraph (a) of this AD: If any wear is detected during the inspection required by paragraph (a) of this AD, and it is less than or within the limits identified in Table 1, Condition 1, of the Work Instructions of any service bulletin listed in paragraph (a) of this AD, no further action is required by this AD.

(c) For airplanes that have accumulated less than 2,000 total landings at the time of accomplishment of the inspection required by paragraph (a) of this AD: If any wear is detected during any inspection required by paragraph (a) of this AD, and it is less than or within the limits identified in Table 1, Condition 1, of the Work Instructions of any service bulletin listed in paragraph (a) of this AD, repeat the inspection required by paragraph (a) of this AD prior to the accumulation of 2,400 total landings.

(d) Condition 2. If any wear is detected during any inspection required by paragraph (a) or (c) of this AD, and it is within the limits identified in Table 1, Condition 2, of the Work Instructions of any service bulletin listed in paragraph (a) of this AD, within 500 landings following accomplishment of the inspection required by paragraph (a) of this AD, accomplish paragraph (d)(1), (d)(2), (d)(3), (d)(4), or (d)(5) of this AD.

(1) *Option 1.* Replace the actuator assembly with a new actuator assembly, in accordance with any service bulletin listed in paragraph (a) of this AD.

(2) *Option 2.* Repair the jackscrew assembly of the horizontal stabilizer and install it utilizing the existing nut assembly in accordance with either:

(i) A method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate; or

(ii) Option 2, Procedure 2, of the Work Instructions of any service bulletin listed in paragraph (a) of this AD.

(3) *Option 3.* Repair the jackscrew assembly of the horizontal stabilizer and install it utilizing a new nut assembly in accordance with either:

(i) A method approved by the Manager, Los Angeles ACO; or

(ii) Option 3, Procedure 2, of the Work Instructions of any service bulletin listed in paragraph (a) of this AD.

(4) *Option 4.* Replace the nut assembly with a new nut assembly, in accordance with any service bulletin listed in paragraph (a) of this AD. Within 1,500 landings following accomplishment of the replacement, repeat the inspection required by paragraph (a) of this AD.

(5) *Option 5.* Repeat the inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 500 landings.

(e) Condition 3. If any wear is detected during the inspection required by paragraph (a) or (c) of this AD, and it is within the limits identified in Table 1, Condition 3, of the Work Instructions of any service bulletin listed in paragraph (a) of this AD, within 250 landings following accomplishment of the inspection required by paragraph (a) of this AD, accomplish either paragraph (e)(1), (e)(2), (e)(3), (e)(4), or (e)(5) of this AD.

(1) *Option 1.* Replace the actuator assembly with a new actuator assembly, in accordance with any service bulletin listed in paragraph (a) of this AD.

(2) *Option 2.* Repair the jackscrew assembly of the horizontal stabilizer and install it utilizing the existing nut assembly in accordance with either:

(i) A method approved by the Manager, Los Angeles ACO; or

(ii) Option 2, Procedure 2, of the Work Instructions of any service bulletin listed in paragraph (a) of this AD.

(3) *Option 3.* Repair the jackscrew assembly of the horizontal stabilizer and install it utilizing a new nut assembly in accordance with either:

(i) A method approved by the Manager, Los Angeles ACO; or

(ii) Option 3, Procedure 2, of the Work Instructions of any service bulletin listed in paragraph (a) of this AD.

(4) *Option 4.* Replace the nut assembly with a new nut assembly, in accordance with any service bulletin listed in paragraph (a) of this AD. Within 1,500 landings following accomplishment of the replacement, repeat the inspection required by paragraph (a) of this AD.

(5) *Option 5.* Repeat the inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 250 landings.

(f) *Condition 4.* If any wear is detected during the inspection required by paragraph (a) or (c) of this AD, and it is within the limits identified in Table 1, Condition 4, of the Work Instructions of any service bulletin listed in paragraph (a) of this AD, within 100 landings following accomplishment of the inspection required by paragraph (a) of this AD, accomplish paragraph (f)(1), (f)(2), or (f)(3) of this AD.

(1) *Option 1.* Replace the actuator assembly with a new actuator assembly, in accordance with any service bulletin listed in paragraph (a) of this AD.

(2) *Option 3.* Repair the jackscrew assembly of the horizontal stabilizer and install it utilizing a new nut assembly in accordance with either:

(i) A method approved by the Manger, Los Angeles ACO; or

(ii) Option 3, Procedure 2, of the Work Instructions of any service bulletin listed in paragraph (a) of this AD.

(3) *Option 4.* Replace the nut assembly with a new nut assembly, in accordance with any service bulletin listed in paragraph (a) of this AD.

(i) For airplanes that have accumulated 1,500 or more landings at the time of the last inspection: Within 1,500 landings following accomplishment of the replacement, repeat the inspection required by paragraph (a) of this AD.

(ii) For airplanes that have accumulated less than 1,500 landings at the time of the last inspection: Following accomplishment of the replacement, repeat the inspection required by paragraph (a) of this AD within the number of landings accumulated at the time of the last inspection.

(g) If any wear is detected during the inspection required by paragraph (a) or (c) of this AD, and it exceeds the limits identified in Table 1, Condition 4, of the Work Instructions of any service bulletin listed in paragraph (a) of this AD, prior to further flight, repair in accordance with a method approved by the Manager, Los Angeles ACO.

(h) Within 10 days after accomplishment of the initial inspection required by paragraph (a) of this AD, submit a report of the inspection results (positive or negative) to the Manager, Los Angeles Aircraft Certification

Office, FAA, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California 90712; fax (562) 627–5210. 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.

(i) 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, Los Angeles ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

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

(j) 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.

(k) Except as provided by paragraphs (d)(2)(i), (e)(2)(i), and (g) of this AD, the actions shall be done in accordance with the following service bulletins:

- McDonnell Douglas Service Bulletin MD11–27–067, dated July 31, 1997;
- McDonnell Douglas Service Bulletin MD11–27–067, Revision 01, dated February 24, 1998;
- McDonnell Douglas Alert Service Bulletin MD11–27A067, Revision 02, dated May 18, 1998; or
- McDonnell Douglas Alert Service Bulletin MD11–27A067, Revision 03, dated June 9, 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 The Boeing Company, Douglas Products Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1–151 (2–60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(l) This amendment becomes effective on August 14, 1998.

Issued in Renton, Washington, on July 21, 1998.

S. R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–19924 Filed 7–29–98; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98–ACE–17]

Amendment to Class D and Class E Airspace; Fort Leonard Wood, MO; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date and correction.

SUMMARY: This notice confirms the effective date of a direct final rule which revises Class D and Class E airspace at Fort Leonard Wood, MO, and corrects the name of the airport from Fort Leonard Wood, Forney Army Airfield to Waynesville Regional Airport at Forney Field. An editorial revision to the Class E surface airspace area is included in the document.

DATES: The direct final rule published at 63 FR 27474 is effective on 0901 UTC, October 8, 1998.

This correction is effective on October 8, 1998.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Airspace Branch, ACE–520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426–3408.

SUPPLEMENTARY INFORMATION: On May 19, 1998, the FAA published in the **Federal Register** a direct final rule; request for comments which modified the Class D and Class E airspace at Fort Leonard Wood, MO (FR Document 98–13272, 63 FR 27474, Airspace Docket No. 98–ACE–17). After the document was published in the **Federal Register,** the name of the airport was changed from Fort Leonard Wood, Forney Army Airfield, MO, to Waynesville Regional Airport at Forney Field, MO. In addition, to more clearly define the Class E surface airspace area, an editorial revision is included. The FAA has determined that these corrections will not change the meaning of the action nor add any additional burden on the public beyond that already published. This action corrects the name of the airport and confirms the effective date of the direct final rule.

The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on October 8, 1998. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

Correction

In rule FR Doc. 98–13272 published in the **Federal Register** on May 19, 1998, 63 FR 27474, make the following correction to the Fort Leonard Wood, MO, Class D and Class E airspace designation incorporated by reference in 14 CFR 71.1:

§ 71.1 [Corrected]

ACE MO D Fort Leonard Wood, MO [Corrected]

On page 27476, in the first column, under ''ACE MO D Fort Leonard Wood, MO [Revised]'', line 3, remove ''Fort Leonard Wood, Forney Army Airfield,'' and add in its place ''Waynesville Regional Airport at Forney Field.''

On page 27476, in the first column, line 3 and 4 of the airspace designation, remove ''Forney Army Airfield'' and add in its place ''Waynesville Regional Airport at Forney Field.''

ACE MO E4 Fort Leonard Wood, MO [Corrected]

On page 27476, in the first column, under ''ACE MO E4 Fort Leonard Wood, MO [Revised]'', line 3, remove Fort Leonard Wood, Forney Army Airfield,'' and add in its place ''Waynesville Regional Airport at Forney Field.''

On page 27476, in the first column, line 4 of the airspace designation, remove ''Forney Army Airfield'' and add in its place ''Waynesville Regional Airport at Forney Field.''

On page 27476, in the first column, line 8 and 9 of the airspace designation, remove the words ''extending from the 4-mile radius of the airport''.

ACE MO E5 Fort Leonard Wood, MO [Corrected]

On page 27476, in the first column, under ''ACE MO E5 Fort Leonard Wood, MO [Revised]'', line 3, remove ''Fort Leonard Wood, Forney Army Airfield,'' and add in its place ''Waynesville Regional Airport at Forney Field.''

On page 27476, in the first column, line 3 of the airspace designation, remove ''Forney Army Airfield'' and add in its place ''Waynesville Regional Airport at Forney Field.''