

modification, in accordance with McDonnell Douglas Service Bulletin DC9-53-279, dated December 10, 1996, or Revision 01, dated May 6, 1997. Within 20,000 landings after accomplishment of the HFEC inspection, perform an eddy current inspection to detect cracks in the subject area, in accordance with the service bulletin.

(1) If no crack is detected on the skin adjacent to the modification during any eddy current inspection required by paragraph (d) of this AD, repeat the eddy current inspection thereafter at intervals not to exceed 20,000 landings.

(2) If any crack is detected on the skin adjacent to the modification during any eddy current inspection required by paragraph (d) of this AD, repair it in accordance with a method approved by the Manager, Los Angeles ACO.

(e) *Group 2, Condition 3.* If the visual inspection required by paragraph (a) of this AD reveals that the corners of the doorjamb of the forward service door *have been modified*, but not in accordance with the DC-9 SRM or Service Rework Drawing, prior to further flight, repair it in accordance with a method approved by the Manager, Los Angeles ACO.

(f) Accomplishment of the actions required by this AD constitutes terminating action for inspections of Principal Structural Element (PSE) 53.09.033 (reference McDonnell Douglas Model DC-9 Supplemental Inspection Document) required by AD 96-13-03, amendment 39-9671 (61 FR 31009).

(g) 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 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, Los Angeles ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(h) 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.

(i) Except as provided in paragraphs (a), (b)(1)(ii)(B), (b)(2)(ii), (b)(3), (c)(1)(ii), (c)(2)(ii), (d)(2), and (e) of this AD, the actions shall be done in accordance with McDonnell Douglas Service Bulletin DC9-53-279, dated December 10, 1996, and Revision 01, dated May 6, 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 The Boeing Company, Douglas Products Division, P.O. Box 1771, Long Beach, California 90846-1771, Attention: Business Unit Manager, Contract Data Management, C1-255 (35-22). 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.

(j) This amendment becomes effective on January 26, 1999.

Issued in Renton, Washington, on December 11, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-33388 Filed 12-21-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-CE-153-AD; Amendment 39-10959; AD 98-26-16]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company Models 1900, 1900C, and 1900D Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Raytheon Aircraft Company (Raytheon) Models 1900, 1900C, and 1900D airplanes. This AD requires modifying the emergency exit doors and installing interior and exterior placards on each of the emergency exit doors. Difficulty in opening the emergency exit doors prompted this action. The actions specified by this AD are intended to prevent passengers and crew from not being able to open the emergency exit doors during an airplane emergency, which could result in passenger and crew injuries.

DATES: Effective February 5, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 5, 1999.

ADDRESSES: Service information that applies to this AD may be obtained from the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-153-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Steven E. Potter, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Mid-

Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4124; facsimile: (316) 946-4407.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Raytheon Models 1900, 1900C, and 1900D airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on August 13, 1998 (63 FR 43336). The NPRM proposed to require modifying the emergency exit doors and installing placards on the emergency exit doors within the clear view of the passengers and crew. Accomplishment of the proposed action as specified in the NPRM would be in accordance with Raytheon Mandatory Service Bulletin No. 2740, Revision 1, Issued: April, 1997; Revised: June, 1997.

The NPRM was the result of reports of difficulty in opening the emergency exit doors.

Interested persons have been afforded an opportunity to participate in the making of this amendment. The FAA received one comment on the NPRM, which supports the proposed AD.

The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

Cost Impact

The FAA estimates that 527 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 12 workhours per airplane to accomplish this action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$1,200 per airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$1,011,840, or \$1,920 per airplane.

The manufacturer has informed the FAA that 94 of the affected airplanes are already in compliance with this action. Therefore, the estimated total cost impact will be reduced by approximately \$180,480 from \$1,011,840, to \$831,360.

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 copy of the final evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting 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 a new airworthiness directive (AD) to read as follows:

98-26-16 Raytheon Aircraft Company:

Amendment 39-10959; Docket No. 97-CE-153-D.

Applicability: The following model and serial number airplanes, certificated in any category:

Model	Serial Numbers
1900	UA-2 and UA-3;
1900C	UB-1 through UB-74, and
	UC-1 through UC-174;
1900C (C-12J).	UD-1 through UD-6;

Model	Serial Numbers
1900D	UE-1 through UE-271.

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 (d) 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 within the next 600 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To help prevent passengers and crew from not being able to open the emergency exit doors during an airplane emergency, which could result in passenger and crew injuries, accomplish the following:

(a) Modify the airplane emergency exit doors by removing and replacing door mechanism pushrods, trimming the existing turnbuckle clevises, and re-rigging the emergency exit doors, in accordance with Part I of the Accomplishment Instructions section in Raytheon Aircraft (Raytheon) Mandatory Service Bulletin (MSB) No. 2740, Revision 1, Issued: April, 1997; Revised: June, 1997.

(b) Install placards on the interior and exterior of the emergency exit doors in accordance with Part II and Part III of the Accomplishment Instructions section in Raytheon MSB No. 2740, Revision 1, Issued: April, 1997; Revised: June, 1997.

(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) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

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

(e) The modification and installation required by this AD shall be done in accordance with Raytheon Aircraft Mandatory Service Bulletin No. 2740, Revision 1, Issued: April, 1997; Revised: June, 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 the Raytheon Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(f) This amendment becomes effective on February 5, 1999.

Issued in Kansas City, Missouri, on December 15, 1998.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-33694 Filed 12-21-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 98-NM-358-AD; Amendment 39-10952; AD 98-25-51]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A310 and A300-600 Series Airplanes Equipped with Pratt & Whitney JT9D-7R4 or 4000 Series Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) T98-25-51 that was sent previously to all known U.S. owners and operators of certain Airbus Model A310 and A300-600 airplanes by individual telegrams. This AD requires deactivation of both thrust reversers and a revision of the Airplane Flight Manual (AFM) to ensure that safe and appropriate performance is achieved during certain takeoff conditions. This action 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 inflight deployment of a thrust reverser, which could result in reduced controllability of the airplane.

DATES: Effective December 28, 1998, to all persons except those persons to whom it was made immediately effective by telegraphic AD T98-25-51, issued on December 2, 1998, which contained the requirements of this amendment.

The incorporation by reference of certain publications listed in the regulations is approved by the Director