

(11) If evidence of leakage or valve damage that may cause leakage is found during the leak tests and inspections required by paragraph (a) of this AD or at any other time: Accomplish the requirements of paragraph (a)(11)(i), (a)(11)(ii), or (a)(11)(iii) of this AD, as applicable.

(i) If any leakage is discovered, prior to further flight, perform the requirements of paragraphs (a)(11)(i)(A) and (a)(11)(i)(B) of this AD.

(A) Repair the leakage in accordance with the applicable component repair or maintenance manual.

(B) Perform the appropriate leak test, as specified in paragraph (a) of this AD; thoroughly clean the surfaces adjacent to any leakage to remove any horizontal fluid residue streaking. Cleaning must be to the extent that any future appearance of a horizontal fluid residue streak would indicate that the system is leaking.

Note 4: For purposes of this AD, "leakage" is defined as any visible leakage, if observed during a leak test. At any time other than during a leak test, "leakage" is defined as the presence of ice in the service panel, horizontal fluid residue streaks, or ice trails originating at the service panel. The fluid residue is usually, but not necessarily, blue in color.

(ii) If any worn or damaged seal is found, or if any damaged seal mating surface is found and that wear or damage could result in a leak, prior to further flight, repair or replace it in accordance with the valve manufacturer's maintenance manual.

(iii) In lieu of performing the requirements of paragraph (a)(11)(i) or (a)(11)(ii) of this AD: Prior to further flight, drain the affected lavatory system and placard the lavatory inoperative until repairs are accomplished.

(b) For all airplanes: Unless accomplished previously, within 5,000 flight hours after the effective date of this AD, install one of the caps/valves specified in paragraph (b)(1), (b)(2), (b)(3), or (b)(4) of this AD on each flush/fill line of all lavatories.

(1) Install an FAA-approved lever/lock cap on the flush/fill line. Or

(2) Install a flush/fill ball valve Kaiser Electroprecision part number series 0062-0010 on the flush/fill line. Or

(3) Install a vacuum breaker valve, Monogram part number series 4803-76 or 4803-96 on the flush/fill line. Or

(4) Install a shut-off valve, Boeing specification number 60B50341, on the flush/fill line.

(c) For any affected airplane acquired after the effective date of this AD: Before any operator places into service any airplane subject to the requirements of this AD, a schedule for the accomplishment of the leak tests required by this AD shall be established in accordance with either paragraph (c)(1) or (c)(2) of this AD, as applicable. After each leak test has been performed once, each subsequent leak test must be performed according to the new operator's schedule, in accordance with paragraph (a) of this AD.

(1) For airplanes that have been maintained previously in accordance with this AD, the first leak test to be performed by the new operator must be accomplished in accordance with the previous operator's

schedule or with the new operator's schedule, whichever results in the earlier accomplishment date for that leak test.

(2) For airplanes that have not been maintained previously in accordance with this AD, the first leak test to be performed by the new operator must be accomplished prior to further flight, or in accordance with a schedule approved by the FAA Principal Maintenance Inspector (PMI), but within a period not to exceed 250 flight hours.

(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, Seattle Aircraft Certification Office, Transport Airplane Directorate, Operators shall submit their requests through an appropriate FAA PMI, who may add comments and then send it to the Manager, Seattle ACO.

Note 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(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.

(f) Except as provided in paragraph (a) of this AD, the vacuum leak tests of the service panel drain valves and in-line drain valves, and vacuum leak tests of the service panel drain valves and flush/fill line valves, if accomplished, shall be done in accordance with Shaw Aero Devices, Doc. ILS-193, Operation Instructions for the Waste Drain Valve Inner Flapper and Lavatory Rinse/Fill Valve Leak Test Tool, dated November 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 Shaw Aero Devices, Inc., 12291 Towne Lake Drive, Ft. Myers, Florida 33913. 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 May 17, 1999.

Issued in Renton, Washington, on April 1, 1999.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-8686 Filed 4-9-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-175-AD; Amendment 39-11115; AD 99-08-09]

RIN 2120-AA64

Airworthiness Directives; Aerospatiale Model ATR42 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Aerospatiale Model ATR42-300 and -320 series airplanes, that currently requires a one-time inspection of the main landing gear (MLG) actuator fitting bolt holes for correct alignment, and rework of the fitting surface and bolt replacement, if necessary. This amendment requires replacement of the MLG actuator fitting bolts with new, improved bolts. This amendment also revises 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 MLG actuator fitting bolts, which could result in the inability to retract the MLG and attain an adequate climb gradient.

DATES: Effective May 17, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 17, 1999.

ADDRESSES: The service information referenced in this AD may be obtained from AI(R) American Support, Inc., 13850 Mclearen Road, Herndon, Virginia 20171. 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:

Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 90-19-06,

amendment 39-6727 (55 FR 37457, September 12, 1990), which is applicable to certain Aerospatiale Model ATR42-300 and -320 series airplanes, was published in the **Federal Register** on August 13, 1998 (63 FR 43335). The action proposed to require replacement of the MLG actuator fitting bolts with new, improved bolts. The action also proposed to revise the applicability of the existing AD.

Comments Received

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 Extend Compliance Time

One commenter requests that the compliance time for accomplishment of the replacement be extended from the proposed 7 months to 13 months after the date of its letter (August 20, 1998). The commenter states that such an extension would allow the replacement to be accomplished during a regularly scheduled "heavy check", and thereby eliminate any additional expenses that would be associated with special scheduling.

The FAA concurs that the compliance times can be extended somewhat. The FAA's intent was that the replacement be conducted during a regularly scheduled maintenance visit for the majority of the affected fleet, when the airplanes would be located at a base where special equipment and trained personnel would be readily available, if necessary. Based on the information supplied by the commenter, the FAA now recognizes that 10 months corresponds more closely to the interval representative of most of the affected operators' normal maintenance schedules. Paragraph (a) of the final rule has been revised to reflect a compliance time of 10 months. The FAA does not consider that this extension will adversely affect safety. In addition, under the provisions of paragraph (b) of the final rule, the FAA may approve requests for adjustments to the compliance time if data are submitted to substantiate that such an adjustment would provide an acceptable level of safety.

Request to Reference Latest Service Bulletin

One commenter requests that the proposed AD be revised to reference Revision 1 of Avions de Transport Regional Service Bulletin ATR42-53-0112, dated April 22, 1998. The commenter states that Revision 1 clarifies the instructions for the

replacement and description of the work to be accomplished. The FAA concurs. Since issuance of the NPRM, the Direction Générale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, has approved and the FAA has reviewed Revision 1 of the subject service bulletin. The FAA finds that the replacement procedures specified in Revision 1 are essentially identical to those described in the original version of the service bulletin (which was referenced in the proposed AD as the appropriate source of service information for accomplishment of the replacement). Therefore, the FAA has revised paragraph (a) of the final rule to include Revision 1 of the subject service bulletin as an additional source of service information.

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

The new replacement that is required in this AD action will take approximately 12 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$250 per airplane. Based on these figures, the cost impact of the required replacement of this AD on U.S. operators is estimated to be \$76,630, or \$970 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 39-6727 (55 FR 37457, September 12, 1990), and by adding a new airworthiness directive (AD), amendment 39-11115, to read as follows:

99-08-09 Aerospatiale: Amendment 39-11115. Docket 98-NM-175-AD. Supersedes AD 90-19-06, Amendment 39-6727.

Applicability: Model ATR42-200, -300 -320, and -500 series airplanes; except for airplanes on which either Aerospatiale Modification 4052 or Avions de Transport Regional Service Bulletin ATR42-53-0097, dated November 7, 1997, or Revision 1, dated January 20, 1997, has been accomplished; 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 (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 failure of the main landing gear (MLG) actuator fitting bolts, which could result in the inability to retract the MLG and attain an adequate climb gradient, accomplish the following:

Required Replacement

(a) Within 10 months after the effective date of this AD, replace the MLG actuator fitting bolts with new, improved bolts in accordance with Avions de Transport Regional Service Bulletin ATR42-53-0112, dated January 20, 1998, or Revision 1, dated April 22, 1998.

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, International Branch, ANM-116, 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, International Branch, ANM-116.

Note 2: 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

(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 shall be done in accordance with Avions de Transport Regional Service Bulletin ATR42-53-0112, dated January 20, 1998, or Avions de Transport Regional Service Bulletin ATR42-53-0112, Revision 1, dated April 22, 1998, which contains the following list of effective pages:

Page number	Revision level shown on page	Date shown on page
1, 9-11, 14, 16, 19	1	April 22, 1998.
2-8, 12, 13, 15, 17, 18	Original	January 20, 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 AI(R) American Support, Inc., 13850 Mclearen Road, Herndon, Virginia 20171. 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.

Note 3: The subject of this AD is addressed in French airworthiness directive 97-115-070(B)R1, dated February 11, 1998.

(e) This amendment becomes effective on May 17, 1999.

Issued in Renton, Washington, on April 1, 1999.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-8689 Filed 4-9-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-292-AD; Amendment 39-11125; AD 99-08-19]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 747 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 Boeing Model 747 series airplanes. This action requires replacement of the auxiliary power unit (APU) fuel boost pump with a serviceable pump. This amendment is prompted by findings from a design review and analysis, conducted as part of an accident investigation, of APU fuel boost pumps installed on certain Boeing Model 747 series airplanes. The actions specified in this AD are intended to prevent potential failures within the electrical motor assembly of the APU fuel boost pump (which could result in leakage of fuel from the electrical connector) or electrical arcing across the connector pins of the pump, and consequent fuel fire.

DATES: Effective April 27, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 27, 1999.

Comments for inclusion in the Rules Docket must be received on or before June 11, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-292-AD, 1601 Lind Avenue, SW, Renton, Washington 98055-4056.

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 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.

FOR FURTHER INFORMATION CONTACT:

Chris Hartonas, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW, Renton, Washington 98055-4056; telephone (425) 227-2864; fax (425) 227-1181.

SUPPLEMENTARY INFORMATION: As part of the accident investigation into the TWA Flight 800 accident of July 1996, the FAA participated in an engineering design review and analysis of the electrical connectors of Lear Romec auxiliary power unit (APU) fuel boost pumps. It has been determined that the Lear Romec component maintenance manual specifies an incorrect part number for that connector. Electrical connectors of Lear Romec APU fuel boost pumps incorporate a silicone insulating material. The results of that review and analysis indicate that contact with fuel can deteriorate the silicone insulating material in the electrical connectors during normal APU operation, due to the silicone material's incompatibility with fuel. Damage to the electrical connectors could cause failures within the electrical motor assembly of the APU fuel boost pump, which is located at the left-hand rear spar-to-landing-gear support beam. Such failures of the APU fuel boost pump could result in fuel leakage from the electrical connector, or the possibility of electrical arcing across the connector pins of the pump, and, if not corrected, could result in a fuel fire.

Other Relevant Rulemaking

On November 26, 1997, the FAA issued AD 97-25-06, amendment 39-10230 (62 FR 63622, December 1, 1997).