

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 (c) 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 increased risk of a short circuit and consequent electrical smoke or fire in the aft fuselage, accomplish the following:

#### Inspection and Corrective Action

(a) For all airplanes: Within 450 flight hours after the effective date of this AD, accomplish the actions specified in paragraphs (a)(1), (a)(2), and (a)(3) of this AD, in accordance with Part A of the Accomplishment Instructions of Canadair Alert Service Bulletin A601R-24-085, Revision "C," dated November 5, 1998.

(1) Perform a detailed visual inspection to detect damage of the input connector of the main battery charger and the wire harness between the electrical connectors for the main battery and the main battery charger. If any damage is detected, prior to further flight, repair it, or replace the wiring or connector with new or serviceable parts.

(2) Perform a detailed visual inspection to detect damage of the input connector of the auxiliary power unit (APU) battery charger and the wire harness between the electrical connectors for the APU battery and the APU battery charger. If any damage is detected, prior to further flight, repair it, or replace the wiring or connector with new or serviceable parts.

(3) Secure both the spin coupling ring of the input connector of the main battery charger and the spin coupling ring of the input connector of the APU battery charger by installing heat shrink tubing and ty-rap.

**Note 2:** For the purpose of this AD, a detailed visual inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc. may be used. Surface cleaning and elaborate access procedures may be required."

#### Modification or Replacement

(b) For airplane serial numbers 7003 through 7067 inclusive and 7069 through 7249 inclusive: Within 450 flight hours after the effective date of this AD, accomplish the actions in either paragraph (b)(1) or (b)(2) in accordance with Part B of the Accomplishment Instructions of Canadair Alert Service Bulletin A601R-24-085, Revision "C," dated November 5, 1998:

(1) Install an external 5.1-Kohm resistor in the mid-voltage sensing wire for the main

battery and an external 5.1-Kohm resistor in the mid-voltage sensing wire for the APU battery; or

(2) Install main battery P/N 601R59041-3 and APU battery P/N 600-59151-11, which contain an internal resistor for the mid-voltage sensing wire.

#### Alternative Methods of Compliance

(c) 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 3:** 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

(d) 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

(e) The actions shall be done in accordance with Canadair Alert Service Bulletin A601R-24-085, Revision "C," dated November 5, 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 Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, 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 4:** The subject of this AD is addressed in Canadian airworthiness directive CF-98-40, dated November 10, 1998.

(f) This amendment becomes effective on November 12, 1999.

Issued in Renton, Washington, on September 29, 1999.

**D.L. Riggins,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 99-25928 Filed 10-7-99 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-NM-345-AD; Amendment 39-11361; AD 99-21-16]

RIN 2120-AA64

#### Airworthiness Directives; British Aerospace BAe Model ATP Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain British Aerospace BAe Model ATP airplanes, that requires repetitive replacements of the weight on wheels microswitch harness subassembly with a new microswitch harness subassembly. 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 a nose wheel shimmy, which could result in the collapse of the nose landing gear during takeoff or landing and possible injury to the flightcrew and passengers.

**DATES:** Effective November 12, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 12, 1999.

**ADDRESSES:** The service information referenced in this AD may be obtained from British Aerospace Regional Aircraft, 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) to include an airworthiness directive (AD) that is applicable to certain British Aerospace BAe Model ATP airplanes was published in the **Federal Register** on July 15, 1999 (64 FR 38156). That action proposed to require repetitive replacements of the weight on wheels

microswitch harness subassembly with a new microswitch harness subassembly.

#### Comments Received

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

The commenter states that the full name and address from which service information is obtained has changed. The FAA concurs and has changed the service information name and address to British Aerospace Regional Aircraft, 13850 Mclearen Road, Herndon, Virginia 20171.

The commenter also states that the British Aerospace Alert Service Bulletin ATP-A32-93, dated October 3, 1998, has been revised to include a reference to revised Messier-Dowty Limited Service Bulletin 200-32-257, which is now at Revision No. 2. British Aerospace Service Bulletin ATP-32-93, Revision 1, dated August 2, 1999, does not contain any changes except for reference to the revised Messier-Dowty Limited Service Bulletin. The revision to the Messier-Dowty Limited Service Bulletin introduces a revised and clarified set-up and test procedure using different (but readily available) test equipment. Since these changes are considered minor, and since they clarify and improve the original service bulletin, the commenter requests that British Aerospace Service Bulletin, Revision 1, dated August 2, 1999, be referenced in the AD.

The FAA concurs with the request to include the cited revised service information. The final rule is revised to require accomplishment of the actions in accordance with British Aerospace Service Bulletin, Revision 1, dated August 2, 1999. A note is included in the final rule to allow accomplishment of the actions in accordance with the earlier British Aerospace Alert Service Bulletin ATP-A32-93, dated October 3, 1998, prior to the effective date of this AD.

#### 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 described previously. 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

The FAA estimates that 10 airplanes of U.S. registry will be affected by this AD, that it will take approximately 3 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$5,300 per airplane. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$54,800, or \$5,480 per airplane, per replacement cycle.

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:

#### 99-21-16 British Aerospace Regional

**Aircraft** [Formerly Jetstream Aircraft Limited; British Aerospace (Commercial Aircraft) Limited]; Amendment 39-11361. Docket 98-NM-345-AD.

**Applicability:** BAe Model ATP airplanes, constructor's numbers 2002 through 2063 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 a nose wheel shimmy, which could result in the collapse of the nose landing gear during takeoff or landing and possible injury to the flightcrew and passengers, accomplish the following:

#### Replacement

(a) Within 4 years after the initial installation of the weight on wheels microswitch harness subassembly or 3 months after the effective date of this AD, whichever occurs later, replace the weight on wheels microswitch harness subassembly with a new microswitch harness subassembly in accordance with British Aerospace Service Bulletin ATP-32-93, Revision 1, dated August 2, 1999. Repeat the replacement thereafter at intervals not to exceed 4 years.

**Note 2:** Accomplishment of the replacement in accordance with British Aerospace Alert Service Bulletin ATP-A32-93, dated October 3, 1998, prior to the effective date of this AD, is acceptable for compliance with this paragraph.

#### 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 3:** 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 actions shall be done in accordance with British Aerospace Service Bulletin ATP-32-93, Revision 1, dated August 2, 1999. 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 British Aerospace Regional Aircraft, 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 4:** The subject of this AD is addressed in British airworthiness directive 014-10-98.

(e) This amendment becomes effective on November 12, 1999.

Issued in Renton, Washington, on September 29, 1999.

**D.L. Riggan,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 99-25929 Filed 10-7-99; 8:45 am]

BILLING CODE 4910-13-P

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## DEPARTMENT OF THE TREASURY

### Bureau of Alcohol, Tobacco and Firearms

#### 27 CFR Part 1

[T.D. ATF-416a]

RIN 1512-AB94

#### Delegation of Authority (99R-159P); Correction

**AGENCY:** Bureau of Alcohol, Tobacco and Firearms (ATF), Treasury.

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects the regulatory text of a final rule published in the **Federal Register** of September 15, 1999, regarding delegations of authority contained in part 1, title 27, Code of Federal Regulations (CFR).

**DATES:** This rule is effective October 8, 1999.

**FOR FURTHER INFORMATION CONTACT:** Robert Ruhf, Regulations Division, Bureau of Alcohol, Tobacco and Firearms, 650 Massachusetts Avenue

NW, Washington, DC 20226 (202-927-8210).

#### SUPPLEMENTARY INFORMATION:

##### Background

The Bureau of Alcohol, Tobacco and Firearms (ATF) published a document in the **Federal Register** of September 15, 1999 (64 FR 49984). The first sentence of the text of 27 CFR 1.25 contained an obsolete form, ATF Form 5170.4. This document corrects this error.

In rule FR Doc. 99-23618 published on September 15, 1999, make the following correction:

##### § 1.25 [Corrected]

On page 49985, in the center column, correct the first full sentence of § 1.25 to read: "Applications for basic permits to engage in any of the operations set forth in §§ 1.20 to 1.22 must be made on ATF Form 5100.24 or 5100.18, verified as required by § 1.56, and will be accompanied by such affidavits, documents, and other supporting data, as the appropriate ATF officer may require."

Signed: October 4, 1999.

**John W. Magaw,**

*Director.*

[FR Doc. 99-26385 Filed 10-7-99; 8:45 am]

BILLING CODE 4810-31-P

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 117

[CGD08-99-011]

#### Drawbridge Operation Regulation; Inner Harbor Navigation Canal, LA

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice; withdrawal of temporary deviation from regulations.

**SUMMARY:** The Coast Guard is withdrawing a temporary deviation from the regulation governing the operation of the Florida Avenue bascule span drawbridge across the Inner Harbor Navigation Canal, mile 1.7 at New Orleans, Orleans Parish, Louisiana. This temporary deviation was issued to allow for replacement of the damaged fender system. The fender system has been replaced ahead of schedule and the temporary deviation is no longer necessary.

**DATES:** The temporary deviation is withdrawn effective October 8, 1999.

**ADDRESSES:** Unless otherwise indicated, documents referred to in this notice are available for inspection or copying at the office of the Eight Coast Guard

District, Bridge Administration Branch, Hale Boggs Federal Building, room 1313, 501 Magazine Street, New Orleans, Louisiana 70130-3396 between 7 a.m. and 4 p.m., Monday through Friday, except Federal holidays. The Bridge Administration Branch of the Eight Coast Guard District maintains the public docket for this temporary deviation.

**FOR FURTHER INFORMATION CONTACT:** Phil Johnson, Bridge Administration Branch, at the address given above, telephone (504) 589-2965.

#### SUPPLEMENTARY INFORMATION:

##### Regulatory History

On July 7, 1999, the Coast Guard published a Notice of deviation from regulations in the **Federal Register** (64 FR 37570). The temporary deviation allowed the draw of the Florida Avenue bascule span drawbridge to remain closed to navigation daily from 8 a.m. until noon and from 1 p.m. until 5 p.m. from September 23, 1999 through November 6, to allow for replacement of the damaged fender system. On September 14, 1999 the Coast Guard received notification that the temporary deviation is no longer necessary. The Coast Guard is, therefore, withdrawing this notice of temporary deviation from drawbridge operating regulations (CGD08-99-011).

Dated: September 30, 1999.

**Paul J. Pluta,**

*Rear Admiral, U.S. Coast Guard Commander, Eight Coast Guard District.*

[FR Doc. 99-26355 Filed 10-7-99; 8:45 am]

BILLING CODE 4910-15-M

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 117

[CGD01-99-171]

#### Drawbridge Operation Regulations: Passaic River, NJ.

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of temporary deviation from regulations.

**SUMMARY:** The Commander, First Coast Guard District, has issued a temporary deviation from the drawbridge operation regulations governing the operation of the Dock Bridge, mile 5.0, across the Passaic River at Harrison, New Jersey. This deviation allows the bridge owner to keep the bridge in the closed position from 10 p.m. on October 8, 1999, to 5 a.m. on October 11, 1999. This deviation is necessary to facilitate the replacement of the gliders at the bridge.