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 Advanced Aerodynamics & Structures, Incorporated Jetcruzer Model 500. Should Advanced Aerodynamics & Structures, Incorporated apply at a later date for a change to the type certificate to include any other model 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 symbols.

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 Advanced Aerodynamics & Structures, Incorporated Jetcruzer Model 500 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 January 29, 1999.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–3290 Filed 2–9–99; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–CE–66–AD; Amendment 39–11032; AD 99–04–08]

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 inspecting the main landing gear hydraulic actuators to determine whether a certain Frisby Aerospace actuator is installed, and reworking or replacing any of these Frisby Aerospace actuators. This AD is the result of reports of fatigue cracks in the end cap of main landing gear hydraulic actuators manufactured by Frisby Aerospace and installed on the affected airplanes. The actions specified by this AD are intended to prevent the main landing gear from failing to lock down due to the hydraulic actuator cracking and separating, which could result in loss of control of the airplane during landing, taxi, or ground operations.

DATES: Effective March 26, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 26, 1999.

ADDRESSES: Service information that applies to this AD may be obtained from the Raytheon Aircraft Company, PO Box 85, Wichita, Kansas 67201–0085; telephone: (800) 625–7043 or (316) 676–4556. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98–CE–66–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. Paul C. DeVore, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946–4142; 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 October 16, 1998 (63 FR 55560). The NPRM proposed to require inspecting the main landing gear hydraulic actuators to determine whether any Frisby Aerospace actuator, part number (P/N) 120114–380041–11 or P/N 114–380041–13, is installed, and reworking or replacing any of these Frisby Aerospace actuators. Accomplishment of the proposed inspection as specified in the NPRM would be in accordance with Raytheon Mandatory Service Bulletin SB.32–3141, Issued: January, 1998. Accomplishment of the proposed

removal and replacement as specified in the NPRM would be in accordance with the applicable maintenance manual. Accomplishment of the rework as specified in the NPRM would be in accordance with Frisby Aerospace Service Bulletin 1FA10043–0001, dated October 1997.

The NPRM was the result of reports of fatigue cracks in the end cap of main landing gear hydraulic actuators manufactured by Frisby Aerospace and installed on the affected airplanes.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

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 378 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 1 workhour per airplane to accomplish the inspection, and that the average labor rate is approximately $60 an hour. Based on these figures, the total cost impact of the inspection on U.S. operators is estimated to be $22,680, or $60 per airplane.

If any of the affected airplanes have any of the affected Frisby Aerospace main landing gear hydraulic actuators installed, it will take approximately 5 workhours per actuator to accomplish the replacement and an additional 4 workhours per actuator to accomplish the rework. The average labor rate is approximately $60 per hour. Parts will cost $3,871 for each new actuator; $2,865 for each overhauled actuator; and $1,997 for each rework/upgrade kit. Based on these figures, the cost impact on those operators choosing the replacement of the main landing gear hydraulic actuators will be approximately $8,342 per airplane that will have two new actuators installed, or $6,330 per airplane that will have two overhauled actuators installed; and the cost impact on those operators choosing to incorporate the main landing gear hydraulic actuator rework/upgrade kit on each actuator will be approximately $5,074 per airplane. Raytheon will give warranty credit for a replacement actuator until January 2001.

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:

99–04–08 Raytheon Aircraft Company (Type Certificate No. A24CE formerly held by the Beech Aircraft Corporation): Amendment 39–11032; Docket No. 98–CE–66–AD.

Applicability: The following airplane models and serial numbers, certificated in any category:

Model	Serial Nos.
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.
1900D	UE–1 through UE–299.

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: Inspection required as indicated below, unless already accomplished; and replacement or rework, if required, would be prior to further flight after the inspection required in paragraph (a) of this AD, unless already accomplished:

Hours time-in-service (TIS) accumulated on the main landing gear hydraulic actuator	Inspection compliance time
Less Than 6,000 hours TIS.	Upon accumulating 6,600 hours TIS on the actuator or within the next 600 hours TIS after the effective date of this AD, whichever occurs later.

Hours time-in-service (TIS) accumulated on the main landing gear hydraulic actuator	Inspection compliance time
6,000 hours TIS through 6,999 hours TIS.	Within the next 600 hours TIS after the effective date of this AD.
7,000 hours TIS through 7,999 hours TIS.	Within the next 500 hours TIS after the effective date of this AD.
8,000 hours TIS through 8,999 hours TIS.	Within the next 400 hours TIS after the effective date of this AD.
9,000 hours TIS through 9,999 hours TIS.	Within the next 300 hours TIS after the effective date of this AD.
10,000 Hours TIS or more.	Within the next 200 Hours TIS after the effective date of this AD.

To prevent the main landing gear from failing to lock down due to the hydraulic actuator cracking and separating, which could result in loss of control of the airplane during landing, taxi, or ground operations, accomplish the following:

(a) Inspect the main landing gear hydraulic actuators to determine whether any Frisby Aerospace actuator, part number (P/N) 114–380041–11 or P/N 114–380041–13, is installed. Accomplish this inspection in accordance with Raytheon Mandatory Service Bulletin SB.32–3141, Issued: January, 1998.

(b) If any Frisby Aerospace actuator, P/N 114–380041–11 or P/N 114–380041–13, is installed, prior to further flight, remove it and accomplish one of the following:

(1) Replace the Frisby Aerospace actuator with one of a part number listed in the Material Information section of Raytheon Mandatory Service Bulletin SB.32–3141, Issued: January, 1998. Accomplish this replacement in accordance with the applicable maintenance manual; or

(2) Rework the Frisby Aerospace actuator by incorporating the kit referenced in the Material Information section of Raytheon Mandatory Service Bulletin SB.32–3141, Issued: January, 1998. Accomplish this rework in accordance with Frisby Aerospace Service Bulletin 1FA10043–0001, dated October 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 times 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 inspection required by this AD shall be done in accordance with Raytheon Mandatory Service Bulletin SB.32–3141, Issued: January, 1998. The rework required by this AD shall be done in accordance with Frisby Aerospace Service Bulletin 1FA10043–0001, dated October 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 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 March 26, 1999.

Issued in Kansas City, Missouri, on February 2, 1999.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–2904 Filed 2–9–99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–ANE–46–AD; Amendment 39–11033; AD 99–04–09]

RIN 2120–AA64

Airworthiness Directives; Rolls-Royce Limited Dart Series Turboprop Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to Rolls-Royce Limited (R–R) Dart series turboprop engines. This action requires initial and repetitive fuel burner fuel flow calibration checks, and overhaul or replacement of fuel burners. This amendment is prompted by reports of an uncontained engine failure and fire due to HPT disk rupture caused by fuel burner failure. The actions specified in this AD are intended to prevent HPT disk rupture, which can result in an uncontained engine failure, engine fire, and damage to the aircraft.

DATES: Effective February 25, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 25, 1999.

Comments for inclusion in the Rules Docket must be received on or before April 12, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 98–ANE–46–AD, 12 New England Executive Park, Burlington, MA 01803–5299. Comments may also be sent via the Internet using the following address: ''9-ad-engineprop@faa.gov''. Comments sent via the Internet must contain the docket number in the subject line.

The service information referenced in this AD may be obtained from Rolls-Royce Limited, Attn.: Dart Engine Service Manager, East Kilbride, Glasgow G74 4PY, Scotland. This information may be examined at the 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: Jason Yang, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803.

SUPPLEMENTARY INFORMATION: The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom (UK), recently notified the Federal Aviation Administration (FAA) that an unsafe condition may exist on Rolls-Royce Limited (R–R) Dart 525 series, 526, 527, 528 series, 529 series, 530, 531, 532 series, 535 series, 542 series, and 552 series turboprop engines. The CAA advises that they have received a report of an uncontained engine failure and subsequent fire shortly after takeoff. The investigation revealed that the high pressure turbine (HPT) disk had failed resulting in the release of a section of rim and diaphragm from the disk. The cause of the HPT disk failure was attributed to high cycle fatigue (HCF) induced by a once-per-revolution resonance force resulting from fuel burner malfunction. This condition, if not corrected, could result in HPT disk rupture, which can result in an uncontained engine failure, engine fire, and damage to the aircraft.

R–R has issued Alert Service Bulletin (ASB) No. Da73–A87, dated May 1998, that specifies procedures for fuel burner fuel flow calibration checks and overhaul of fuel burners. The CAA classified the ASB as mandatory and issued CAA AD 002–05–98 in order to assure the airworthiness of these engines in the UK.