Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle 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 replacement shall be done in accordance with Boeing Alert Service Bulletin 747–27A2364, dated September 3, 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. 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.

(f) This amendment becomes effective on January 4, 2000.

Issued in Renton, Washington, on November 18, 1999.

D.L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–30629 Filed 11–29–99; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99–NM–89–AD; Amendment 39–11435; AD 99–24–11]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 757–200 and –300 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 757–200 and –300 series airplanes, that requires modification of the slide/raft evacuation system by installing a girt reinforcement chafing patch. This amendment is prompted by reports of holes in the inflatable area of the slide/raft evacuation system due to chafing against the installation support bracket. The actions specified by this AD are intended to prevent holes in the inflatable portion of the slide/raft evacuation system, which could result in the slide/raft being less effective as a raft during an emergency water landing.

DATES: Effective January 4, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 4, 2000.

ADDRESSES: The service information referenced in this AD may be obtained from Air Cruisers Company, Technical Publications Department, P.O. Box 180, Belmar, New Jersey 07719–0180. 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: Keith Ladderud, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2780; fax (425) 227–1181.

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 Boeing Model 757–200 and –300 series airplanes was published in the **Federal Register** on July 20, 1999 (64 FR 38846). That action proposed to require modification of the slide/raft evacuation system by installing a girt reinforcement chafing patch.

Comments

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

Support for the Proposal

Two commenters support the proposed rule. One commenter states that it is not affected by the proposed rule because its airplanes are not equipped with the slide/rafts referenced in the proposal. Another commenter states that it is in the process of accomplishing the actions specified by Air Cruisers Company Service Bulletin 757–105–25–51, dated January 29, 1999.

Request To Revise the Unsafe Condition

One commenter suggests that the unsafe condition cited in the notice of proposed rulemaking (NPRM) be revised to state that holes caused by the slide/raft chafing on the harness bracket could result in the slide/raft being ''less effective'' as a raft during an emergency water landing rather than ''unusable.'' The commenter contends that the escape slide/rafts are designed with two independent inflation chambers. Each independent chamber is capable of supporting the rated occupancy of the slide/raft, and there have been no reports of holes in both chambers.

The FAA concurs with the commenter's statement that the holes caused by the slide/raft chafing against the bracket could result in the slide/raft being ''less effective'' rather than ''unusable.'' Based on reports that only one chamber of the slide/raft would be affected, the FAA has determined that this change is appropriate and has changed the final rule accordingly.

Request To Add an Inspection Requirement

One commenter states that an immediate inspection of the slide/rafts is required to ensure that any slide/raft already chafed ''to the point of failure'' be repaired immediately.

The FAA does not concur that an immediate inspection of the slide/rafts is necessary. To date, the FAA has received only two reports of chafing/scuffing of the slide/rafts that have resulted in a small hole being worn through one of the two inflatable chambers. The FAA adds that such a condition would result in a slow leak that would only affect the rafting use of the escape slide/raft. In light of this, the FAA has determined that accomplishment of paragraph (a) of this AD to require modification of the slide/raft within 36 months after the effective date of this AD is adequate in ensuring operational safety. No change to the final rule is necessary in this regard.

Request To Revise Paragraph (a) of the Proposed Rule

One commenter questions the effectiveness of the proposed repair (modification) action of adding a chafing patch, as specified by paragraph (a) of the proposed AD, since that patch may cause wear of another component, or simply delay the onset of a hole from wear. The commenter states that ''a corrective action to eliminate the interference and subsequent repetitive abrasion would seem more appropriate in order to solve this problem.''

The FAA does not concur with the commenter's request to revise the action (modification) required by paragraph (a) of the proposed AD. Although the FAA acknowledges the concerns of the commenter regarding corrective action to eliminate damage to the slide/raft, the FAA has evaluated this modification for

its wear resistance and determined that modification of the slide/raft, in accordance with the requirements of paragraph (a) of the AD, is adequate to ensure the continued safety of the affected fleet.

Request To Extend the Compliance Time in Paragraph (b)

One commenter requests that the compliance time in paragraph (b) of the proposed AD be extended from ''As of the effective date of this AD'' to ''As of 30 days after the effective date of this AD.'' The commenter contends that the compliance time should be extended to allow additional time for obtaining the slide/raft spares and to ensure that sufficient stock levels of those parts can be maintained.

The FAA does not concur with the commenter's request to extend the compliance time in paragraph (b) of the proposed AD to 30 days. The FAA considers that the specified compliance time allows sufficient time for obtaining spares and maintaining stock levels. Further, the intent of that paragraph is to prohibit the installation of spares that have been determined to create an unsafe condition, and to simply require the use of one part rather than another. In general, once an unsafe condition has been determined to exist, it is the FAA's policy not to allow that condition to be introduced into the fleet. When it is determined that approved parts are immediately available to operators, the installation of unsafe parts after the effective date of the AD is prohibited. Further, the FAA considers that the period of time between publication of the final rule AD in the **Federal Register** and the effective date of the final rule (usually 30 days) is sufficient to provide operators with an opportunity to determine their immediate need for modified spares and to obtain them. However, in individual cases where this is not possible, every AD contains a provision that allows an operator to obtain an extension of compliance time based upon a specific showing of need. The FAA considers that this policy does increase safety and does not impose undue burdens on operators. Therefore, no change to the final rule is necessary in this regard.

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 445 Model 757–200 and –300 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 310 airplanes of U.S. registry will be affected by this AD, that it will take approximately 5 work hours per airplane to accomplish the modification, and that the average labor rate is $60 per work hour. Required parts will cost approximately $145 per airplane. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be $137,950, or $445 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 adding the following new airworthiness directive:

99–24–11 Boeing: Amendment 39–11435. Docket 99–NM–89–AD.

Applicability: Model 757–200 and –300 series airplanes, equipped with Air Cruisers Company slide/raft evacuation systems having part and serial numbers identified in Table 1 of this AD; certificated in any category.

TABLE 1.—AIR CRUISERS COMPANY SLIDE/RAFT EVACUATION SYSTEMS SUBJECT TO THIS AD

Name	Part No.	Serial No.
Air Cruisers	D30657–( )	Prior to 1132.
Air Cruisers	D30658–( )	Prior to 0859.
Air Cruisers	D30659–( )	Prior to 0860.
Air Cruisers	61570–( )	Prior to 0321.
Air Cruisers	61475–( )	Prior to 0137.
Air Cruisers	61475–( )	0138, 0139.

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 (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 holes in the inflatable portion of the slide/raft evacuation system, which could result in the slide/raft being less effective as a raft during an emergency water landing, accomplish the following:

Modification

(a) Within 36 months after the effective date of this AD, modify the slide/raft evacuation system in accordance with Air Cruisers Company Service Bulletin 757–105–25–51, dated January 29, 1999.

Spares

(b) As of the effective date of this AD, no person shall install a slide/raft evacuation system having a part number and serial number identified in Table 1 of this AD, on any airplane, unless that slide/raft evacuation system has been modified in accordance with Air Cruisers Company Service Bulletin 757–105–25–51, dated January 29, 1999.

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, Seattle 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, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle 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 modification shall be done in accordance with Air Cruisers Company Service Bulletin 757–105–25–51, dated January 29, 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 Air Cruisers Company, Technical Publications Department, P.O. Box 180, Belmar, New Jersey 07719–0180. 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.

(f) This amendment becomes effective on January 4, 2000.

Issued in Renton, Washington, on November 18, 1999.

D.L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–30628 Filed 11–29–99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99–NM–122–AD; Amendment 39–11436; AD 99–24–12]

RIN 2120–AA64

Airworthiness Directives; Lockheed Model L–1011–385 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Lockheed Model L–1011–385 series airplanes, that currently requires revision of the Airplane Flight Manual (AFM) to prohibit operation of the fuel boost pumps when fuel quantities are below certain levels, and to add maintenance procedures for operating the airplane under certain conditions. That AD also requires the installation of a placard on the engineer's fuel panel to advise the maintenance crew that operation of the fuel boost pumps is prohibited under certain conditions. This amendment adds a terminating modification for the requirements of the existing AD. This amendment is prompted by reports of internal electrical failures in the fuel boost pump of the wing fuel tanks that could result in either electrical arcing or localized overheating. The actions specified by this AD are intended to prevent such electrical arcing or overheating, which could breech the protective housing of the fuel boost pump and expose it to fuel vapors and fumes, and consequent potential fire or explosion in the wing fuel tank.

DATES: Effective January 4, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 4, 2000.

ADDRESSES: The service information referenced in this AD may be obtained from Lockheed Martin Aircraft & Logistics Center, 120 Orion Street, Greenville, South Carolina 29605. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Thomas Peters, Aerospace Engineer, Systems and Flight Test Branch, ACE–116A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone (770) 703–6063; fax (770) 703–6097.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 98–08–09, amendment 39–10492 (63 FR 20062, April 23, 1998), which is applicable to certain Lockheed Model L–1011–385 series airplanes, was published in the **Federal Register** on July 14, 1999 (64 FR 37920). The action proposed to supersede AD 98–08–09 to continue to require revision of the Airplane Flight Manual (AFM) to prohibit operation of the fuel boost pumps when fuel quantities are below certain levels, and to add maintenance procedures for operating the airplane with an inoperative fuel boost pump assembly or with an inoperative flight station fuel quantity indicating system. The action also proposed to continue to require the installation of a placard on the engineer's fuel panel to advise the maintenance crew that operation of the fuel boost pumps when less than 1,200 pounds of fuel are in the corresponding wing fuel tank is prohibited. It also proposed to require installation of a modified fuel boost pump assembly, which would terminate the requirements of the existing AD.

Comments

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

Support for the Proposal

One commenter supports the proposed rule.

Request to Revise Note 2

One commenter requests that the FAA revise Note 2 [following paragraph (c) of the proposed AD] to read ''**Note 2**: Modification of the fuel boost pump assemblies, prior to the effective date of this AD, in accordance with Lockheed Service Bulletin 093–28–093, dated