

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:

99-17-06 Airbus Industrie: Amendment 39-11255. Docket 93-NM-125-AD.

Applicability: Model A310 series airplanes, except those on which Airbus Modification 10092 (Airbus Service Bulletin A310-27-2060, Revision 01, dated October 3, 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 (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 as indicated, unless accomplished previously.

To prevent rupture of the universal joints, which could result in inadvertent movement of the slats, and consequent reduced controllability of the airplane, accomplish the following:

Inspections and Corrective Actions

(a) Prior to the accumulation of 15,000 total landings, or within 400 flight hours after the effective date of this AD, whichever occurs later, perform a visual inspection and an electrical continuity test to detect missing or damaged vespel bushes on the slat system universal joint assemblies of the left- and right-hand wings, in accordance with Airbus Service Bulletin A310-27-2061, dated November 4, 1992, or Revision 01, dated October 3, 1997. Repeat this inspection and test thereafter at intervals not to exceed 15,000 landings.

(b) If any vespel bushes are missing or damaged, prior to further flight, replace the universal joint with a new joint in accordance with Airbus Industrie Service Bulletin A310-27-2061, dated November 4, 1992, or Revision 01, dated October 3, 1997. After replacement, continue to repeat the inspection and test required by paragraph (a) of this AD at intervals not to exceed 15,000 landings.

Optional Terminating Modification

(c) Modification of the slat system universal joint and shaft assemblies in accordance with Airbus Service Bulletin A310-27-2060, Revision 01, dated October 3, 1997, constitutes terminating action for the repetitive inspection and test requirements of this AD.

Alternative Methods of Compliance

(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, 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

(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.

Incorporation by Reference

(f) Except as provided by paragraph (c) of this AD, the actions shall be done in accordance with Airbus Service Bulletin A310-27-2061, dated November 4, 1992, or Airbus Service Bulletin A310-27-2061, Revision 01, dated October 3, 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 Airbus

Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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 92-275-139(B)R1, dated December 17, 1997.

(g) This amendment becomes effective on September 22, 1999.

Issued in Renton, Washington, on August 6, 1999.

D.L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 99-20879 Filed 8-17-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-SW-31-AD; Amendment 39-11258; AD 99-17-10]

RIN 2120-AA64

Airworthiness Directives; Schweizer Aircraft Corporation Model 269A, 269A-1, 269B, 269C, 269C-1, and 269D Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) applicable to Schweizer Aircraft Corporation (SAC) Model 269A, 269A-1, 269B, 269C, 269C-1, and 269D helicopters. This action requires inspecting the tail rotor swashplate shaft (shaft) nut for looseness and, if loose, inspecting the shaft for proper size; subsequently inspecting the shafts not previously inspected; and replacing any undersized shaft prior to further flight. This amendment is prompted by the discovery of an undersized replacement shaft during routine maintenance. The actions specified in this AD are intended to prevent failure of the shaft and subsequent loss of control of the helicopter.

DATES: Effective September 2, 1999. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 2, 1999. Comments for inclusion in the Rules Docket must be received on or before October 18, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation

Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 99-SW-31-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.

The service information referenced in this AD may be obtained from Schweizer Aircraft Corporation, P.O. Box 147, Elmira, New York 14902. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

George J. Duckett, Aerospace Engineer, New York Aircraft Certification Office, FAA, 10 Fifth Street, 3rd Floor, Valley Stream, New York 11581, telephone (516) 256-7525, fax (516) 568-2716.

SUPPLEMENTARY INFORMATION: This amendment adopts a new AD applicable to SAC Model 269A, 269A-1, 269B, 269C, 269C-1, and 269D helicopters with shaft, part number (P/N) 269A6049-3, installed. The undersized shafts were shipped from the factory as spares between September 1 and December 1, 1998. This action requires the following inspections and replacement:

- Within the next 10 hours time-in-service (TIS) and thereafter at intervals not exceeding 10 hours TIS until the next 100-hour or annual inspection, whichever occurs first, inspect the shaft nut, P/N 269A6258, for looseness by using a firm hand pressure. If the shaft nut is loose, inspect the shaft for the proper size.
- At the next 100-hour or annual inspection, whichever occurs first, inspect the shaft, P/N 269A6049-3, for the proper size.
- Prior to further flight, replace any undersized shaft with an airworthy shaft of the proper size.

This amendment is prompted by the discovery of an undersized replacement shaft during routine maintenance. The actions specified in this AD are intended to prevent failure of the shaft and subsequent loss of control of the helicopter.

The FAA has reviewed SAC Service Bulletins B-271, DB-007, and C1B-009, all dated March 12, 1999, which describe procedures for inspecting the shaft nut, P/N 269A6258, for looseness by using a firm hand pressure and the shaft, P/N 269A6049-3, for proper size.

Since an unsafe condition has been identified that is likely to exist or develop on other Model 269A, 269A-1, 269B, 269C, 269C-1, and 269D helicopters of the same type design, this

AD is being issued to prevent failure of the shaft and subsequent loss of control of the helicopter. This AD requires inspecting the shaft nut, P/N 269A6258, for looseness; inspecting the shaft, P/N 269A6049-3, for the proper size; and replacing any undersized shaft with an airworthy shaft of the proper size. The short compliance time involved is required because the previously described critical unsafe condition can adversely affect the controllability of the helicopter. Therefore, inspecting the shaft nut, P/N 269A6258, for looseness is required within the next 10 hours TIS and this AD must be issued immediately.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

The FAA estimates that 28 helicopters will be affected by this AD. For each helicopter, it will take 0.25 work hour to accomplish the 10-hour inspection, 3.6 work hours to accomplish the inspection and replacement, if necessary, at the 100-hour or annual inspection interval. The average labor rate is \$60 per work hour. Required parts will cost approximately \$1400 per helicopter. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$45,668.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before

and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 99-SW-31-AD." The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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 a new airworthiness directive to read as follows:

AD 99-17-10 Schweizer Aircraft

Corporation: Amendment 39-11258.

Docket No. 99-SW-31-AD.

Applicability: Model 269A, 269A-1, 269B, 269C, 269C-1, and 269D helicopters, with a tail rotor swashplate shaft (shaft), part number (P/N) 269A6049-3, installed, certificated in any category.

Note 1: This AD applies to each helicopter 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 helicopters 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 as indicated, unless accomplished previously.

To prevent failure of the shaft and subsequent loss of control of the helicopter, accomplish the following:

(a) Within the next 10 hours time-in-service (TIS) and thereafter at intervals not to exceed 10 hours TIS until the next 100-hour or annual inspection, whichever occurs first, cut the lockwire; retract the boot on the pitch control assembly; and inspect the shaft nut, P/N 269A6258, for looseness by using a firm hand pressure. If the shaft nut is loose and can be turned by hand, determine if the shaft, P/N 269A6049-3, is undersized in accordance with Part II of Schweizer Aircraft Corp. Service Bulletins B-271, DB-007, or C1B-009, all dated March 12, 1999 (SB), as applicable.

(b) At the next 100-hour or annual inspection, whichever occurs first, inspect the shaft, P/N 269A6049-3, for the proper size, in accordance with Part II of the applicable SB.

(c) Prior to further flight, replace any undersized shaft in accordance with Part II of the applicable SB.

(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, New York Aircraft Certification Office. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, New York Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York Aircraft Certification Office.

(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 helicopter to a location where the requirements of this AD can be accomplished.

(f) The inspection shall be done in accordance with Schweizer Aircraft Corp. Service Bulletins B-271, DB-007, or C1B-009, all dated March 12, 1999, as applicable. 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 Schweizer Aircraft Corporation, P.O. Box 147, Elmira, New York 14902. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on September 2, 1999.

Issued in Fort Worth, Texas, on August 4, 1999.

Henry A. Armstrong,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 99-21177 Filed 8-17-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR 71**

[Airspace Docket No. 99-AEA-04FR]

**Amendment to Class E Airspace;
Frederick Municipal Airport, MD**

AGENCY: Federal Administration (FAA) DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E Airspace area extending upward from 700 feet Above Ground Level (AGL) at Frederick Municipal Airport, Frederick, MD. The development of revised Standard Instrument Approach Procedures (SIAP) based on the Global Positioning System (GPS), and the Localizer (LOC) at Frederick Municipal Airport has made this action necessary. This action is intended to provide adequate Class E airspace from instrument flight rules (IFR) operations by aircraft executing the revised Global Positioning System (GPS) Runway (RWY) 05 Standard Instrument Approach Procedure (SIAP), Instrument Landing System (ILS) RWY 23 SIAP and VHF Omni-directional Radio range (VOR) or GPS-A SIAP at Frederick Municipal Airport and for Instrument Flight Rules (IFR) operations.

EFFECTIVE DATE: 0901 UTC, August 18, 1999.

FOR FURTHER INFORMATION CONTACT:

Mr. Francis Jordan, airspace Specialist, Airspace Branch, AEA-520, Air traffic

Division, Eastern Region, Federal Aviation Administration, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430, telephone: (718) 553-4521.

SUPPLEMENTARY INFORMATION:**History**

On March 10, 1999, a proposal notice proposing to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to amend the Class E airspace extending upward from 700 feet above the surface at Frederick Municipal Airport, MD, was published in the **Federal Register** (64 FR 11820).

Interested parties were invited to participate in this rulemaking by submitting written comments on the proposal to the FAA. No comments to the proposal were received. The rule is adopted as proposed.

The coordinate for this airspace docket are based on North American Datum 83. Class E airspace areas designations for airspace extending upward from 700 feet AGL are published in paragraph 6005 of FAA Order 7400.9F, dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be amended in the Order.

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) provides sufficient controlled Class E airspace extending upward from 700 feet AGL for aircraft executing amended SIAPs at Frederick, MD.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation—(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); (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal.

Since this is a routine matter that will only affect air traffic procedures and air navigation it is certified that this rule will not have significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation(air).