

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:

99-02-06 Fokker Services B.V.:

Amendment 39-10995. Docket 98-NM-250-AD.

Applicability: Model F.28 Mark 0100 series airplanes, serial numbers 11244 through 11504 inclusive, 11506, 11507, 11509, 11512 through 11515 inclusive, 11517, 11519, 11520, 11522, 11523, and 11527; 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 (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 damage to the cabin floor in the event of sudden decompression in the cargo compartment, which could result in injury to passengers, reduced structural integrity of the airplane, and the loss of airplane systems, accomplish the following:

(a) For airplanes listed in Fokker Service Bulletin SBF100-25-082, Revision 1, dated May 7, 1998: Within 26 months after the effective date of this AD, modify the aft cabin sidewall area to improve decompression venting in accordance with Fokker Service Bulletin SBF100-25-082, Revision 1, dated May 7, 1998.

(b) For airplanes listed in Fokker Service Bulletin SBF100-25-083, dated April 30, 1998: Within 26 months after the effective date of this AD, modify the aft wardrobe/stowage area door and install decompression panels to improve decompression venting in accordance with Fokker Service Bulletin SBF100-25-083, dated April 30, 1998.

(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, 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.

(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.

(e) The actions shall be done in accordance with Fokker Service Bulletin SBF100-25-082, Revision 1, dated May 7, 1998; and Fokker Service Bulletin SBF100-25-083, dated April 30, 1998; 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 Fokker Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, the Netherlands. 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 Dutch airworthiness directive BLA 1998-065 (A), dated May 29, 1998.

(f) This amendment becomes effective on February 19, 1999.

Issued in Renton, Washington, on January 7, 1999.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-811 Filed 1-14-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-241-AD; Amendment 39-10994; AD 99-02-05]

RIN 2120-AA64

Airworthiness Directives; Lockheed Model L-1011-385-1 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Lockheed Model L-1011-385-1 series airplanes, that requires modification of the power drive units and the lower drive sprocket assemblies of the galley lift system. This amendment is prompted by a report indicating that, due to fatigue cracking, the primary and secondary drive shafts of the galley lift failed and caused the galley lift to drop to the lower level, injuring a flight attendant. The actions specified by this AD are intended to prevent such fatigue cracking of the primary and secondary drive shafts, which could result in complete fracturing of the secondary shaft; such fracturing could allow the galley lift to drop to the bottom of the shaft, and could result in possible injury to crewmembers.

DATES: Effective February 19, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 19, 1999.

ADDRESSES: The service information referenced in this AD may be obtained from Lockheed Aeronautical Systems Support Company (LASSC), Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. 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 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) to include an airworthiness directive (AD) that is applicable to certain Lockheed Model L-1011-385-1 series airplanes was published in the **Federal Register** on October 27, 1998 (63 FR 57262). That action proposed to require modification of the power drive units and the lower drive sprocket assemblies of the galley lift system.

Comments

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

The commenters support the proposed rule.

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 as proposed.

Cost Impact

There are approximately 148 airplanes of the affected design in the worldwide fleet. The FAA estimates that 77 airplanes of U.S. registry will be affected by this AD, that it will take approximately 16 work hours per airplane to accomplish the required modification, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$1,797 per airplane. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$212,289, or \$2,757 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:

99-02-05 Lockheed: Amendment 39-10994. Docket 98-NM-241-AD.

Applicability: Model L-1011-385-1, L-1011-385-1-14, and L-1011-385-1-15 series airplanes, equipped with lower deck galleys; 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 (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 fatigue cracking of the primary and secondary drive shafts, which could result in complete fracturing of the secondary shaft, and consequent dropping of the galley lift to the bottom of the shaft and possible injury to crewmembers, accomplish the following:

(a) Within 18 months after the effective date of this AD, modify the power drive units and the lower drive sprocket assemblies of the galley lift system in accordance with Lockheed Service Bulletin 093-25-294, Revision 2, dated April 13, 1981.

Note 2: The Lockheed service bulletin references Lear Siegler, Inc., Service Bulletins 21192-25-08, Revision 1, dated October 19, 1979; 21192-25-09, dated August 17, 1979; and 65806-25-03, dated June 9, 1979; as additional sources of service information for modification of the power drive units and the lower drive sprocket assemblies.

(b) As of the effective date of this AD, no person shall install on any airplane a power drive unit of the galley lift system having Lockheed part number (P/N) 671980-191 (Lear Siegler P/N 21192-004) or a lower drive sprocket assembly having Lockheed P/N 671980-171 (Lear Siegler P/N 65806-313) unless it has been modified in accordance with this AD.

(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, Atlanta Aircraft Certification Office (ACO), FAA, Small 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, Atlanta ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(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.

(e) The modification shall be done in accordance with Lockheed Service Bulletin 093-25-294, Revision 2, dated April 13, 1981, which contains the following list of effective pages:

| Page No. | Revision level shown on page | Date shown on page |
|---------------|------------------------------|--------------------|
| 1, 3 | 2 | April 13, 1981. |
| 2, 4-13 | Original | June 29, 1979. |

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 Lockheed Aeronautical Systems Support Company (LASSC), Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at 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.

(f) This amendment becomes effective on February 19, 1999.

Issued in Renton, Washington, on January 7, 1999.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-810 Filed 1-14-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-SW-79-AD; Amendment 39-10991; AD 99-02-02]

RIN 2120-AA64

Airworthiness Directives; Robinson Helicopter Company (RHC) Model R22 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to RHC Model R22 helicopters, that currently requires initial and repetitive inspections of the forward flexplate (flexplate) at specified time intervals. This amendment also supersedes an existing priority letter AD that requires, within 25 hours time-in-service (TIS) or 15 calendar days, whichever occurs first, replacing the flexplate with an airworthy flexplate. This amendment requires the same replacement as the priority letter AD. This amendment is prompted by an accident in which the flexplate failed, causing loss of main rotor drive and

rupture of the fuel tank. The actions specified by this AD are intended to prevent failure of the flexplate, which could result in failure of the main rotor drive system and subsequent loss of control of the helicopter.

DATES: Effective February 1, 1999.

Comments for inclusion in the Rules Docket must be received on or before March 16, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 98-SW-79-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

FOR FURTHER INFORMATION CONTACT: Elizabeth Bumann, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, Propulsion Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5265, fax (817) 627-5210.

SUPPLEMENTARY INFORMATION: The FAA issued priority letter AD 94-11-01 on May 18, 1994 and AD 95-06-07 (60 FR 14619, March 20, 1995) on March 10, 1995. AD 95-06-07 superseded priority letter AD 94-11-01. Both AD's were prompted by three accidents involving failure of the flexplate. Both AD's also required an initial dye-penetrant inspection and repetitive visual inspections of the flexplate at intervals not to exceed 50 hours TIS, after accumulating 500 hours TIS or 2 years service life, whichever occurred first. AD 95-06-07 also exempted flexplate, part number (P/N) A947-1 E, and subsequent FAA-approved revisions, from the requirements of that AD, and provided that installation of flexplate, P/N A947-1 E or a subsequent FAA-approved revision to that P/N, constituted a terminating action for the requirements of that AD.

After the issuance of AD 95-06-07, another accident occurred in which the flexplate, P/N A947-1, failed, causing loss of the main rotor drive and rupture of the fuel tank. Prompted by that accident, the FAA determined that the repetitive inspections required by AD 95-06-07 did not correct the unsafe condition. Therefore, the FAA issued priority letter AD 98-14-08 on June 25, 1998, which specifies procedures for replacing flexplate, P/N A193-1 or P/N A947-1 A through D, with flexplate, P/N A947-1 E or F. Also, the FAA intended that Priority Letter AD 98-14-08 (Docket 98-SW-33-AD) supersede AD 95-06-07 (Docket 94-SW-22-AD), but did not state that in Priority Letter AD 98-14-08. To eliminate any confusion, this AD supersedes Priority Letter AD 98-14-08 (Docket 98-SW-

30-AD), and AD 95-06-07, Amendment 39-9177 (Docket 94-SW-22-AD). This action is intended to prevent failure of the flexplate, which could result in failure of the main rotor drive system and subsequent loss of control of the helicopter.

Since an unsafe condition has been identified that is likely to exist or develop on other RHC Model R22 helicopters of the same type design, this AD supersedes AD 95-06-07 and priority letter AD 98-14-08 to prevent failure of the flexplate, which could result in failure of the main rotor drive system and subsequent loss of control of the helicopter. The short compliance time involved is required because the previously described critical unsafe condition can adversely affect the controllability of the helicopter. Therefore, replacing the flexplate with an airworthy flexplate is required within 25 hours TIS or 15 calendar days, whichever occurs first, 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 100 helicopters will be affected by this AD, that it will take approximately 1.5 work hours to replace the flexplate, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$536 per helicopter. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$62,600.

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.