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

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

(d) Special flight permits may be issued in accordance with §§ 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 replacement shall be done in accordance with the following McDonnell Douglas and Heath Tecna service bulletins, as applicable, which contain the specified list of effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
McDonnell Douglas, DC9–33–103, May 30, 1996	1–10	Original	May 30, 1996.
McDonnell Douglas, DC9–33–111, May 6, 1997	1–10	Original	May 6, 1997.
McDonnell Douglas, DC10–33–073, June 18, 1996	1–9	Original	June 18, 1996.
Heath Tecna, Alert Service Bulletin, MarkI–33–A2, Revision 1, July 24, 1996	1–3,5	New	April 3, 1996.
	4	1	July 24, 1996.
Heath Tecna, Alert Service Bulletin, MarkI–33–A3, Revision 1, July 24, 1996	1–2	New	April 4, 1996.
	3–4	1	July 24, 1996.
Heath Tecna, Alert Service Bulletin, MarkI–33–A4, Revision 1, July 24, 1996	1–2	New	April 8, 1996.
	3–4	1	July 24, 1996.
Heath Tecna, Alert Service Bulletin, MarkI–33–A5, Revision 1, July 24, 1996	1–2	New	April 9, 1996.
	3–4	1	July 24, 1996.
Heath Tecna, Alert Service Bulletin, Spmk–33–A1, Revision 1, July 24, 1996	1–2	New	April 10, 1996.
	3–4	1	July 24, 1996.
Heath Tecna, Alert Service Bulletin, Spmk–33–A2, Revision 1, July 24, 1996	1–2	New	April 11, 1996.
	3–4	1	July 24, 1996.

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 Day-Ray Products, Inc., 1133 Mission Street, South Pasadena, California 91031; or Hexcel Corporation, Heath Tecna Interiors, 3225 Woburn Street, Bellingham, Washington 98226; or The Boeing Company, Douglas Products Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1–L51 (2–60); or 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 FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on March 18, 1999.

Issued in Renton, Washington, on February 4, 1999.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–3189 Filed 2–10–99; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–258–AD; Amendment 39–11035; AD 99–04–11]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 737–600, –700, and –800 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 737–600, –700, and –800 series airplanes, that requires repetitive inspections to detect damage of the aft strut insulation blanket. This AD also requires eventual replacement of the insulation blankets with new, improved blankets, which constitutes terminating action for the requirements of this AD. This amendment is prompted by reports of damaged aft strut insulation blankets. The actions specified by this AD are intended to prevent such damage, which could result in exposure of the lower surface of the strut to extreme high temperatures, consequent creation of a source of fuel ignition, and increased risk of a fuel tank explosion and fire.

DATES: Effective March 18, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 18, 1999.

ADDRESSES: The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. 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: Bernie Gonzalez, Aerospace Engineer, Propulsion Branch, ANM–140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2682; 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 737–600, –700, and –800 series airplanes was published in the **Federal Register** on October 15, 1998 (63 FR 55343). That action proposed to require repetitive inspections to detect damage of the aft strut insulation blanket. That action also proposed to require eventual replacement of the insulation blankets with new, improved blankets, which would constitute terminating action for the requirements of the 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.

Two commenters express no objection to the proposed rule, and one commenter supports 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 33 Model 737–600, –700, and –800 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 26 airplanes of U.S. registry will be affected by this AD.

It will take approximately 1 work hour per airplane to accomplish the required inspection, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the inspection required by this AD on U.S. operators is estimated to be $1,560, or $60 per airplane, per inspection cycle.

It will take approximately 1 work hour per airplane to accomplish the required replacement, at an average labor rate of $60 per work hour. Required parts will be provided by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the replacement required by this AD on U.S. operators is estimated to be $1,560, or $60 per airplane.

The cost impact figures discussed above are 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:

99–04–11 Boeing: Amendment 39–11035. Docket 98–NM–258–AD.

Applicability: Model 737–600, –700, and –800 series airplanes, line numbers 1 through 64 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 (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 damage of the aft strut insulation blankets, which could result in exposure of the lower surface of the strut to extreme high temperatures, consequent creation of a source of fuel ignition, and increased risk of a fuel tank explosion and fire, accomplish the following:

(a) Within 500 flight hours since date of manufacture of the airplane, or within 30 days after the effective date of this AD, whichever occurs later, perform a visual or borescope inspection to detect damage (cracks greater than 2.00 inches and/or separation of the face sheet) of the aft strut insulation blanket, part number (P/N) S315A213–42, in accordance with Boeing Alert Service Bulletin 737–54A1038, dated May 7, 1998, as revised by Notice of Status Change 737–54A1038 NSC 01, dated June 18, 1998. Thereafter, repeat the visual or borescope inspection at intervals not to exceed 250 flight hours.

(b) If damage (cracks greater than 2.00 inches and/or separation of the face sheet) of any aft strut insulation blanket is detected during any inspection required by paragraph (a) of this AD, prior to further flight, accomplish either paragraph (b)(1) or (b)(2) of this AD.

(1) Replace any damaged insulation blanket having P/N S315A213–42 with a new insulation blanket having P/N S315A213–42, in accordance with Boeing Alert Service Bulletin 737–54A1038, dated May 7, 1998, as revised by Notice of Status Change 737–54A1038 NSC 01, dated June 18, 1998. Thereafter, repeat the visual or borescope inspection required by paragraph (a) of this AD at intervals not to exceed 250 flight hours. Or

(2) Replace any damaged insulation blanket having P/N S315A213–42 with a new, improved insulation blanket having P/N S315A213–47, in accordance with Boeing Alert Service Bulletin 737–54A1038, dated May 7, 1998, as revised by Notice of Status Change 737–54A1038 NSC 01, dated June 18, 1998. Accomplishment of this replacement constitutes terminating action for the repetitive inspection requirements of this AD.

(c) Within 18 months after the effective date of this AD, replace any aft strut insulation blanket having P/N S315A213–42 with a new, improved insulation blanket having P/N S315A213–47, in accordance with Boeing Alert Service Bulletin 737–54A1038, dated May 7, 1998, as revised by Notice of Status Change 737–54A1038 NSC 01, dated June 18, 1998. Accomplishment of this replacement constitutes terminating action for the requirements of this AD.

(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, 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.

(e) Special flight permits may be issued in accordance with §§ 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.

(f) The actions shall be done in accordance with Boeing Alert Service Bulletin 737–54A1038, dated May 7, 1998, as revised by Notice of Status Change 737–54A1038 NSC 01, dated June 18, 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.

(g) This amendment becomes effective on March 18, 1999.

Issued in Renton, Washington, on February 4, 1999.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–3188 Filed 2–10–99; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97–AWA–4]

RIN 2120–AA66

Establishment of Class C Airspace and Revocation of Class D Airspace, Austin-Bergstrom International Airport, TX; and Revocation of Robert Mueller Municipal Airport Class C Airspace; TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes a Class C airspace area and revokes the existing Class D airspace area at the Austin-Bergstrom International Airport, Austin, TX. In addition, this action revokes the existing Class C airspace area at the Robert Mueller Municipal Airport, Austin, TX. The FAA is taking this action in support of the planned closure of the Robert Mueller Municipal Airport, and the transfer of airport operations from the Robert Mueller Municipal Airport to the Austin-Bergstrom International Airport. The Austin-Bergstrom International Airport is a public-use facility serviced by a Level IV control tower and a Radar Approach Control. The establishment of this Class C airspace area will require pilots to maintain two-way radio communications with air traffic control (ATC) while in Class C airspace. Implementation of the Class C airspace area will promote the efficient use of airspace, and reduce the risk of midair collision in the terminal area. Additionally, this action corrects the coordinates for the Austin-Bergstrom International Airport.

EFFECTIVE DATE: 0601 UTC, May 2, 1999.

FOR FURTHER INFORMATION CONTACT: Sheri Edgett Baron, Airspace and Rules Division, ATA–400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

Background

On April 22, 1982, the National Airspace Review (NAR) plan was published in the **Federal Register** (47 FR 17448). The plan encompassed a review of airspace use and the procedural aspects of the ATC system. Among the main objectives of the NAR was the improvement of the ATC system by increasing efficiency and reducing complexity. In its review of terminal airspace, NAR Task Group 1–2 concluded that Terminal Radar Service Areas (TRSA's) should be replaced. Four types of airspace configurations were considered as replacement candidates and Model B, the Airport Radar Service Area (ARSA) configuration, was recommended by a consensus of the task group.

The FAA published NAR Recommendation 1–2.2–1, ''Replace Terminal Radar Service Areas with Model B Airspace and Service'' in Notice 83–9 (48 FR 34286, July 28, 1983), proposing the establishment of ARSA's at the Robert Mueller Municipal Airport, Austin, TX, and the Port of Columbus International Airport, Columbus, OH. ARSA's were designated at these airports on a temporary basis by Special Federal Aviation Regulation No. 45 (48 FR 50038; October 28, 1983) to provide operational confirmation of the ARSA concept for potential application on a national basis.

Following a confirmation period of more than a year, the FAA adopted the NAR recommendation and, on February 27, 1985, issued a final rule (50 FR 9252; March 6, 1985) defining ARSA airspace and prescribing rules for operation within such an area.

Concurrently, by separate rulemaking action, ARSA's were permanently established at the Austin, TX, Columbus, OH, and the Baltimore/Washington International Airports (50 FR 9250; March 6, 1985). The FAA stated that future notices would propose ARSA's for other airports at which TRSA procedures were in effect.

Additionally, the NAR Task Group recommended that the FAA develop quantitative criteria for establishing ARSA's at locations other than those which were included in the TRSA replacement program. The task group recommended that these criteria include, among other things, traffic mix, flow and density, geographical features, collision risk assessment, and ATC capabilities to provide service to users. These criteria have been developed and are published via the FAA directives system (Order 7400.2, Procedures for Handling Airspace Matters).

The NAR Task Group also recommended that each ARSA be of the same airspace configuration insofar as is practicable. The FAA adopted this recommendation. The standard ARSA consists of airspace within 5 nautical miles (NM) of the primary airport, extending from the surface to an altitude of 4,000 feet above airport elevation (AEE), and that airspace between 5 and 10 NM from the primary airport from 1,200 feet above ground level to an altitude of 4,000 feet AEE. Proposed deviations from this standard have been necessary at some airports because of adjacent regulatory airspace, international boundaries, topography, or unusual operational requirements.

Related Rulemaking Actions

On December 17, 1991 the FAA published the Airspace Reclassification Final Rule (56 FR 65638). This rule, in part, discontinued the use of the term ''airport radar service area (ARSA)'' and replaced it with the designation ''Class C airspace area.'' This change in terminology is reflected in the remainder of this final rule.

Public Input

As announced in the **Federal Register** on June 10, 1998 (63 FR 31678), pre-NPRM airspace meetings were held on August 11, 1998, in Georgetown, TX; August 12, in Austin, TX; and August 13, in San Marcos, TX. These meetings provided local airspace users an opportunity to present input on the design of the planned establishment of the Austin-Bergstrom International Airport Class C airspace area.

On July 30, 1998, the FAA proposed to amend 14 CFR part 71 as follows: (1) establish a Class C airspace area at the Austin-Bergstrom International Airport; (2) revoke the Class D airspace area at the Austin-Bergstrom International Airport; and (3) revoke the Class C airspace area at the Robert Mueller Municipal Airport (63 FR 40668, Notice 97–AWA–4). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments were received.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes a Class C airspace area and revokes the existing Class D airspace area at the Austin-Bergstrom International Airport located in Austin, TX. In addition, this action revokes the existing Class C airspace area at the Robert Mueller Municipal Airport