

**Applicability**

As discussed above, these special conditions are applicable to the Morrow Model MB-300. Should Morrow Aircraft Corporation apply at a later date for a change to the type certificate to include another 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, the Morrow Model MB-300 airplane. It is not a rule of general applicability, and it affects only the applicant who applied to the FAA for approval of these features on the airplane.

**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 21.16 and 21.17; and 14 CFR 11.28 and 49.

**The Special Conditions**

Accordingly, under the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for Morrow Model MB-300 airplane.

1. *High Intensity Radiated Fields (HIRF) Protection.* In showing compliance with 14 CFR part 21 and the airworthiness requirements of 14 CFR part 23, protection against hazards caused by exposure to HIRF fields for the full authority digital engine control system, which performs critical functions, must be considered. To prevent this occurrence, the electronic engine control system must be designed and installed to ensure that the operation and operational capabilities of this critical system are not adversely affected when the airplane is exposed to high energy radio fields.

At this time, the FAA and other airworthiness authorities are unable to precisely define or control the HIRF energy level to which the airplane will be exposed in service; therefore, the FAA hereby defines two acceptable interim methods for complying with the requirement for protection of systems that perform critical functions.

(1) The applicant may demonstrate that the operation and operational capability of the installed electrical and

electronic systems that perform critical functions are not adversely affected when the aircraft is exposed to the external HIRF threat environment defined in the following table:

| Frequency             | Field strength (volts per meter) |         |
|-----------------------|----------------------------------|---------|
|                       | Peak                             | Average |
| 10 kHz–100 kHz        | 50                               | 50      |
| 100 kHz–500 kHz ..... | 50                               | 50      |
| 500 kHz–2 MHz         | 50                               | 50      |
| 2 MHz–30 MHz          | 100                              | 100     |
| 30 MHz–70 MHz         | 50                               | 50      |
| 70 MHz–100 MHz .....  | 50                               | 50      |
| 100 MHz–200 MHz ..... | 100                              | 100     |
| 200 MHz–400 MHz ..... | 100                              | 100     |
| 400 MHz–700 MHz ..... | 700                              | 50      |
| 700 MHz–1 GHz         | 700                              | 100     |
| 1 GHz–2 GHz ...       | 2000                             | 200     |
| 2 GHz–4 GHz ...       | 3000                             | 200     |
| 4 GHz–6 GHz ...       | 3000                             | 200     |
| 6 GHz–8 GHz ...       | 1000                             | 200     |
| 8 GHz–12 GHz          | 3000                             | 300     |
| 12 GHz–18 GHz         | 2000                             | 200     |
| 18 GHz–40 GHz         | 600                              | 200     |

The field strengths are expressed in terms of peak root-mean-square (rms) values.

or,

(2) The applicant may demonstrate by a system test and analysis that the electrical and electronic systems that perform critical functions can withstand a minimum threat of 100 volts per meter peak electrical strength, without the benefit of airplane structural shielding, in the frequency range of 10 KHz to 18 GHz. When using this test to show compliance with the HIRF requirements, no credit is given for signal attenuation due to installation. Data used for engine certification may be used, when appropriate, for airplane certification.

2. *Electronic Engine Control System.* The installation items that affect the electronic engine control system must comply with the requirements of § 23.1309(a) through (e) including applicable amendments through Amendment 23-53. Data used for engine certification may be used, when appropriate, for airplane certification.

Issued in Kansas City, Missouri on September 6, 2000.

**Michael Gallagher,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 00-24141 Filed 9-19-00; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 99-NM-26-AD; Amendment 39-11902; AD 2000-19-01]

**RIN 2120-AA64**

**Airworthiness Directives; Bombardier Model CL-600-1A11 (CL-600) and CL-600-2A12 (CL-601) Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to Bombardier Model CL-600-1A11 (CL-600) and CL-600-2A12 (CL-601) series airplanes, that requires modification of the main landing gear (MLG) brake units and inboard MLG wheels; and a revision to the Airplane Flight Manual (AFM) to include the increased cooling times for the modified brakes. This amendment allows, for certain cases, removal of the inboard and/or outboard wheel discs by installation of a placard to limit airplane operation on the ground and a revision to the AFM to include information for operating the airplane with the wheel discs removed. Additionally, this amendment provides for an acceptable method of compliance that involves installation of a new revision to the AFM. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent water freezing on the brake while the airplane is in flight due to water, slush, or snow from the runway entering into the brake assemblies during takeoff, and consequently, a tire burst during landing of the airplane.

**DATES:** Effective October 25, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 25, 2000.

**ADDRESSES:** The service information referenced in this AD may be obtained from Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York;

or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** James E. Delisio, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, FAA, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7521; fax (516) 568-2716.

**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 Bombardier Model CL-600-1A11 (CL-600) and CL-600-2A12 (CL-601) series airplanes was published in the **Federal Register** on March 31, 2000 (65 FR 17208). That action proposed to require modification of the main landing gear (MLG) brake units and inboard MLG wheels; and a revision to the Airplane Flight Manual (AFM) to include the increased cooling times for the modified brakes. That action also proposed to allow, for certain cases, removal of the inboard and/or outboard wheel discs by installation of a placard to limit airplane operation on the ground and a revision to the AFM to include information for operating the airplane with the wheel discs removed.

#### Comments

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

#### Request to Withdraw the Proposal

The commenter points out that the manufacturer has issued, and the FAA has approved, a revision of the AFM's for the applicable airplane models that contain procedures to dry out the brakes. [Bombardier Model CL-600-1A11 (CL-600) AFM Revisions A84 and 76, both dated February 7, 2000; and Model CL600-2A12 (CL-601) AFM Revisions 45, 48, 50, and 86, all dated February 7, 2000.] The AFM revision for the applicable airplane models also contains procedures calling for a minimum number of brake applications during taxi prior to take-off when operating on wet, snow covered, or slush covered surfaces. The commenter concludes that the modification of the MLG units and inboard MLG wheels specified in the proposal is no longer necessary. The FAA infers that the commenter is requesting that the NPRM be withdrawn.

The FAA does not concur that the NPRM should be withdrawn. Since an

identified unsafe condition would still exist, the FAA would be obligated to proceed with another NPRM proposing that the new AFM revisions be mandated. The FAA finds that to delay this action would be inappropriate in light of the unsafe condition. However, the FAA acknowledges that the procedures described in the new AFM revisions do provide an acceptable level of safety for complying with the requirements of this AD. Therefore, the final rule has been revised to add a new paragraph (d) that provides for compliance with the requirements of this AD.

#### Conclusion

After careful review of the available data, including the comment 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

The FAA estimates that 131 airplanes of U.S. registry will be affected by this AD.

It will take approximately 33 work hours [for Model CL-600-1A11 (CL-600) series airplanes] or 26 work hours [for Model CL-600-2A12 (CL-601) series airplanes] per airplane to accomplish the required modification, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$2,977 per airplane. Based on these figures, the cost impact of this action required by this AD on U.S. operators is estimated to be \$649,367, or \$4,957 per airplane [for Model CL-600-1A11 (CL-600) series airplanes], and \$594,347, or \$4,537 per airplane [for Model CL-600-2A12 (CL-601) series airplanes].

It will take approximately 1 work hour per airplane to accomplish the required AFM revision, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the AFM revision required by this AD on U.S. operators is estimated to be \$7,860, 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. The cost impact figures discussed in AD rulemaking actions represent only the time necessary to perform the specific actions actually required by the AD. These

figures typically do not include incidental costs, such as the time required to gain access and close up, planning time, or time necessitated by other administrative actions.

In the event an operator chooses to install the new AFM revisions specified in paragraph (d) of this AD, it will take approximately 1 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the AFM revision specified in paragraph (d) of this AD on U.S. operators is estimated to be \$7,860, or \$60 per airplane.

#### Regulatory Impact

The regulations adopted herein will not have a substantial direct effect 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, it is determined that this final rule does not have federalism implications under Executive Order 13132.

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:

**2000-19-01 Bombardier, Inc.** (Formerly Canadair): Amendment 39-11902. Docket 99-NM-26-AD.

*Applicability:* Model CL-600-1A11 (CL-600) series airplanes, serial numbers 1004 through 1066 inclusive and 1068 through 1085 inclusive, and Model CL-600-2A12 (CL-601) series airplanes, serial numbers 3001 through 3050 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 (e) 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 water freezing on the brake while the airplane is in flight due to water, slush, or snow from the runway entering into the brake assemblies during takeoff, and consequently, a tire burst during landing of the airplane, accomplish the following:

**Modification and AFM Revision**

(a) Except as required by paragraph (b) of this AD, within 300 flight cycles after the effective date of this AD, accomplish the actions required by paragraphs (a)(1) and (a)(2) of this AD in accordance with the Accomplishment Instructions of Canadair Challenger Service Bulletin 600-0369, Revision 4, dated June 27, 1984, including Attachment 1, dated December 6, 1983, and Attachment 2, dated January 11, 1984 [for Model CL-600-1A11 (CL-600) series airplanes]; or 601-0024, Revision 3, dated November 27, 1984, including Attachment 1, dated June 21, 1984, Attachment 2, dated December 6, 1983, and Attachment 3, dated January 11, 1984 [for Model CL-600-2A12 (CL-601) series airplanes]; as applicable.

(1) Modify the main landing gear (MLG) brake units and inboard MLG wheels.

**Note 2:** Part A of the Accomplishment Instructions of Canadair Challenger Service Bulletin 600-0369, Revision 4, dated June 27, 1984, including Attachment 1, dated December 6, 1983, and Attachment 2, dated January 11, 1984; has been accomplished on airplane serial number 1072 in production.

(2) Revise the Normal Procedures Section of the FAA-approved Airplane Flight Manual (AFM) to include the brake cooling times for the modification specified in paragraph (a)(1) of this AD. This AFM revision may be accomplished by inserting the applicable AFM revision listed in the applicable service bulletin listed in paragraph (a) of this AD. Subsequent AFM revisions may be inserted in the AFM provided that the brake cooling information is identical to the applicable AFM revision listed in the applicable service bulletin listed in paragraph (a) of this AD.

(b) Operation of the airplane from contaminated runways (i.e., wet, snow covered, or slush covered surfaces) is prohibited until the actions required by paragraph (a) or (d) of this AD are accomplished.

**Optional Placard Installation and AFM Revisions**

(c) For airplanes that do not operate from a wet runway where the ambient temperature is below 10 degrees Celsius: It is permissible to remove the inboard and/or outboard wheel discs upon accomplishment of the actions specified in paragraphs (c)(1) and (c)(2) of this AD, in accordance with Canadair Challenger Service Bulletin 600-0662, dated November 30, 1995 [for Model CL-600-1A11 (CL-600) series airplanes]; or 601-0467, dated November 30, 1995 [for Model CL-600-2A12 (CL-601) series airplanes]; as applicable. The placard and AFM revision required by paragraphs (c)(1) and (c)(2) of this AD may be removed upon reinstallation of the inboard and outboard wheel discs.

(1) Install a placard on the instrument panel that states the following: "WHEEL DISCS ARE REMOVED—REFER TO AFM FOR LIMITATIONS"

(2) Revise the Limitations Section of the AFM to include information for operating the airplane with the wheel discs removed. This AFM revision may be accomplished by inserting the applicable AFM revision specified in the applicable service bulletin listed in paragraph (a) of this AD. Subsequent AFM revisions may be inserted in the AFM provided that the information for operating the airplane with the wheel discs removed is identical to the applicable AFM revision specified in the applicable service bulletin listed in paragraph (a) of this AD.

**Acceptable Methods of Compliance**

(d) For all airplanes: Installation of the AFM revision specified in either paragraph (d)(1) or (d)(2) of this AD, as applicable, is acceptable for compliance with the requirements of paragraphs (a) and (b) of this AD, as applicable.

(1) Bombardier Model CL-600-1A11 (CL-600) AFM Revisions A84 and 76, both dated February 7, 2000; or

(2) Bombardier Model CL600-2A12 (CL-601) AFM Revisions 45, 48, 50, and 86, all dated February 7, 2000.

**Alternative Methods of Compliance**

(e) 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 (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

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

**Special Flight Permits**

(f) 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**

(g)(1) The actions required by paragraph (a) of this AD shall be done in accordance with Canadair Challenger Service Bulletin 601-0024, Revision 3, dated November 27, 1984, including Attachment 1, dated June 21, 1984, Attachment 2, dated December 6, 1983, and Attachment 3, dated January 11, 1984; or Canadair Challenger Service Bulletin 600-0369, Revision 4, dated June 27, 1984, including Attachment 1, dated December 6, 1983, and Attachment 2, dated January 11, 1984; as applicable. Revision 3 of Canadair Challenger Service Bulletin 601-0024 contains the list of effective pages specified in Table 1 of this AD. Revision 4 of Canadair Challenger Service Bulletin 600-0369 contains the list of effective pages specified in Table 2 of this AD. Tables 1 and 2 are as follows:

TABLE 1

| Page Number | Revision level shown on page | Date shown on page |
|-------------|------------------------------|--------------------|
| 1-10        | 3                            | November 27, 1984. |
| 1-13        | Attachment 1, Rev. 1.        | June 21, 1984.     |
| 1, 2        | Attachment 2                 | December 6, 1983   |
| 1, 2        | Attachment 3                 | January 11, 1984.  |

TABLE 2

| Page Number | Revision level shown on page | Date shown on page |
|-------------|------------------------------|--------------------|
| 1-10        | 4                            | June 27, 1984.     |
| 1, 2        | Attachment 1                 | December 6, 1983.  |
| 1, 2        | Attachment 2                 | January 11, 1984.  |

(2) 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 Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 4:** The subject of this AD is addressed in Canadian airworthiness directive CF-84-04R2, dated July 24, 1998.

(h) This amendment becomes effective on October 20, 2000.

Issued in Renton, Washington, on September 8, 2000.

**Donald L. Riggins,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 00-23579 Filed 9-19-00; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-NM-69-AD; Amendment 39-11906; AD 2000-19-05]

RIN 2120-AA64

#### **Airworthiness Directives; Boeing Model 737-100, -200, -200C, -300, -400, and -500 Series Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD); applicable to certain Boeing Model 737-100, -200, -200C, -300, -400, and -500 series airplanes; that currently requires a one-time inspection of the attachment nuts at each end attachment of the elevator tab push rods to measure run-on torque values, and corrective actions, if necessary. This amendment adds a requirement to replace all existing bolts and attachment nuts at the forward and aft end attachment of each elevator tab push rod with new bolts and self-locking castellated nuts with cotter pins. This amendment is prompted by reports of excessive high-frequency airframe vibration during flight, with consequent structural damage to the elevator tab, elevator, and stabilizer. The actions specified by this AD are intended to prevent detachment of an elevator tab push rod due to a detached nut at either end attachment of a push rod, which could result in excessive high-frequency airframe vibration during flight; consequent structural damage to the elevator tab, elevator, and horizontal stabilizer; and reduced controllability of the airplane.

**DATES:** Effective October 25, 2000.

The incorporation by reference of Boeing Service Letter 737-SL-27-118-D, dated December 17, 1999, as listed in the regulations, is approved by the Director of the Federal Register as of October 25, 2000.

The incorporation by reference of Boeing Alert Service Bulletin 737-27A1205, dated August 28, 1997, was approved previously by the Director of the Federal Register as of March 23, 1999 (64 FR 10935, March 8, 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:**

Scott Fung, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1221; fax (425) 227-1181.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 99-05-15, amendment 39-11063 (64 FR 10935, March 8, 1999); applicable to certain Boeing Model 737-100, -200, -200C, -300, -400, and -500 series airplanes; was published in the **Federal Register** on December 3, 1999 (64 FR 67807). The action proposed to continue to require a one-time inspection of the attachment nuts at each end attachment of the elevator tab push rods to measure run-on torque values, and corrective actions, if necessary. The action also proposed to add a requirement to replace all existing bolts and attachment nuts at the forward and aft end attachment of each elevator tab push rod with new bolts and self-locking castellated nuts with cotter pins.

#### **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.

#### **Supportive Comment**

One commenter supports the proposed rule.

#### **Request To Extend Compliance Time in Paragraph (b)**

Several commenters request that the FAA extend the proposed compliance time for the replacement of the existing bolts and attachment nuts specified in paragraph (b) of the proposal. One commenter requests that the proposed compliance time be extended from 12 months to 18 months after the effective date of this AD. The commenter indicates that an 18-month compliance time will allow the work to be incorporated into its regularly scheduled maintenance visits when sufficient time and resources are available.

A second commenter requests that the proposed compliance time be extended to within 24 months after the effective date of this AD, not to exceed 4,000 flight cycles. The commenter states that this change will enable the tab freeplay inspections and tab push rod bolt and nut replacement to be made concurrently during a regularly scheduled major maintenance check (a "C" check). The commenter adds that this change also will reduce the impact on fleet operations, a concern operators expressed during the lead airline reviews for Boeing Service Bulletin 737-55A1070, dated January 13, 2000. According to the commenter, 737-55A1070 specifies that tab installation inspections and tab hinge and tab trailing edge freeplay checks be made within 4,000 flight cycles or 24 months after release of the service bulletin. That service bulletin also has repeat inspections at 1,500 flight cycles or 2,000 flight hours.

A third commenter requests an extension of the proposed compliance time to 24 months after the effective date of this AD. The commenter states that the extension would allow accomplishment of the replacement during its heavy maintenance checks.

A fourth commenter requests an extension of the proposed compliance time to 4 years after the effective date of this AD. The commenter states that replacement of the hardware cannot be done in a short (overnight) maintenance visit. The commenter proposes that the compliance time be extended in order to allow the work to be accomplished during a major maintenance visit. The commenter currently is working on replacing the subject hardware per the accomplishment schedule in the proposed rule. The commenter indicates that the inspection of the bolts for current run-on torque values specified in the proposal has been accomplished on its fleet, and the attachment hardware has been replaced if its condition was beyond allowable limits. In light of this fact, the commenter notes that an extension of the compliance time for the remaining attachments should not pose a significant decrease in safety.

The FAA concurs with the commenters' requests to extend the compliance time required by paragraph (b) of the final rule. Following careful consideration of the comments, and in light of the fact that AD 99-05-15, amendment 39-11063, mandated the one-time inspection and corrective actions, the FAA has determined that it will not compromise safety to extend the compliance time for the replacement required by paragraph (b) of this AD.