–2B–27 and Piper PA–25–235, PA–25–260, PA–32–260, PA–32–300.

Note 1: This airworthiness directive (AD) applies to each engine 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 engines 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 failure of the magneto impulse coupling, resulting in seizure of the engine, accomplish the following:

(a) For engines on which the service history of the magneto is not known, or on which the magneto has greater than 250 hours TIS since new, factory rebuilt, or overhauled, on the effective date of this AD, within 10 hours of the effective date of this AD, inspect the components of the magneto impulse coupling for the conditions listed in accordance with steps 1 through 7 of the Textron Lycoming Mandatory SB No. 537, dated November 20, 1998.

Note 2: The Textron Lycoming Mandatory SB No. 537 dated November 20, 1998 contains the Slick SB No. SB1–98 dated August 26, 1998 in its entirety. The steps referenced to the Textron Lycoming SB No. 537 dated November 20, 1998 by this compliance section are the same steps that are contained in the Slick SB No. SB1–98 dated August 26, 1998.

(b) For engines on which the magneto has less than or equal to 250 hours TIS since new, factory rebuilt, overhauled on the effective date of this AD, before accumulating 250 hours TIS since new, factory rebuilt or overhauled, or within 10 hours TIS from the effective date of this AD, whichever comes later, inspect the components of the magneto impulse coupling for the conditions listed in accordance with steps 1 through 7 of the Textron Lycoming Mandatory SB No. 537, dated November 20, 1998.

(c) Thereafter, at intervals not to exceed 250 hours TIS since the last inspection performed in accordance with this AD, inspect the components of the magneto impulse coupling for the conditions listed in accordance steps 1 through 7 of the Textron Lycoming Mandatory SB No. 537, dated November 20, 1998.

(d) Remove magneto impulse coupling before 2,000 hours TIS since new and replace with a serviceable part.

(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. 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 Aircraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the New York Aircraft Certification Office.

(f) The inspection shall be done in accordance with the following Textron Lycoming Mandatory SB:

Document No.	Pages	Revision	Date
SB No. 537 ..... Total pages: 9.	1–9	Original	Nov. 20, 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 Textron Lycoming, 652 Oliver Street, Williamsport, PA 17701. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on February 25, 1999.

Issued in Burlington, Massachusetts, on February 1, 1999.

David A. Downey,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 99–3039 Filed 2–9–99; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–141–AD; Amendment 39–11026; AD 99–04–02]

RIN 2120–AA64

Airworthiness Directives; Construcciones Aeronauticas, S.A. (CASA), Model C–212 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all CASA Model C–212 series airplanes, that requires repetitive visual inspections for damage or ''electrical spark marks'' on the cover plates for the fuel pumps, and corrective actions, if necessary. This AD also requires modification of the fuel pump installation by incorporating a non-conductive film on the cover plate, which constitutes terminating action for this AD. 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 electrical shorting between the fuel pump electrical connections and the fuel pump cover plate, which could result in the ignition of fuel vapor and consequent fuel tank explosion/fire.

DATES: Effective March 17, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 17, 1999.

ADDRESSES: The service information referenced in this AD may be obtained from Construcciones Aeronauticas, S.A., Getafe, Madrid, Spain. 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: Norman B. Martenson, Manager, International Branch, ANM–116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2110; fax (425) 227–1149.

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 all CASA Model C–

212 series airplanes was published in the **Federal Register** on July 9, 1998 (63 FR 37083). That action proposed to require repetitive visual inspections for damage or ''electrical spark marks'' on the cover plates for the fuel pumps, and corrective actions, if necessary. That action also proposed to require modification of the fuel pump installation by incorporating a non-conductive film on the cover plate, which would constitute terminating action for this AD.

Explanation of New Service Information

Since the issuance of the proposal, the manufacturer has issued CASA Maintenance Instructions COM 212–252, Revision 1, dated September 15, 1998; including Attachment 1 (Parker Service Letter Number 47, dated October 29, 1998). Revision 1 of the maintenance instructions is similar to the original issue (which was referenced in the proposal as the appropriate source of service information), except that the accomplishment instructions have been revised to clarify appropriate procedures. In addition, the original issue of the maintenance instructions included procedures for electrical resistance checks to be accomplished after the modification of the fuel pump installation. Since the issuance of the original maintenance instructions, the manufacturer has determined that those electrical resistance checks cannot be performed properly, nor are they necessary to adequately address the identified unsafe condition. Revision 1 eliminates the procedures for electrical resistance checks. Accomplishment of the actions required by this AD, in accordance with either the original issue or Revision 1 of the maintenance instructions, is intended to adequately address the identified unsafe condition. Therefore, paragraphs (a) and (b) of the final rule have been revised to reference both the original issue and Revision 1 as appropriate sources of service information for the accomplishment of the requirements of this AD, and a NOTE has been added to the final rule to specify that accomplishment of the electrical resistance checks described in the original issue of the maintenance instructions is not required.

CASA Maintenance Instructions COM 212–252, Revision 1, references Parker Service Letter Number 47, dated October 29, 1998, as the appropriate source of service information for modification of the fuel boost pumps by installation of an insulator on the cover plate. CASA Maintenance Instructions COM 212–252, Revision 1, includes that service letter as an attachment. Accomplishment of the actions specified in Parker Service Letter Number 47 is intended to adequately address the identified unsafe condition. Therefore, a NOTE has been added to the final rule to specify that modification of the fuel pump installation in accordance with Parker Service Letter Number 47 is an acceptable alternative method of compliance with the terminating modification required by paragraph (b) of this AD.

Differences Between This AD and Maintenance Instructions

Operators should note that CASA Maintenance Instructions COM 212–252, Revision 1, specifies that Parker Hannifin Airborne Division should be contacted for corrective action if any damage from electrical arcing or overheating is detected during any inspection of the cover plate, electrical wiring, or positive screw terminal of the fuel pump. However, this AD provides explicit instructions for corrective actions (i.e., replacement of any damaged wire with a new or serviceable wire, if necessary; incorporation of a non-conductive film on the cover plate; installation of a new fuel pump) if any damage or ''electrical spark mark'' is detected on the cover plate, electrical wiring, or positive screw terminal of the fuel pump.

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.

Request To Issue AD Against the Fuel Pump, Not the Airplane

One commenter states that the AD should be issued against the appliance (the fuel pump) and not the airplane model. The commenter states that the cover plate on which the signs of arcing was found is part of the fuel pump assembly, which is not manufactured by CASA. The commenter also states that the subject fuel pump is installed on many airplanes besides the CASA C–212 series. The commenter concludes that, for these reasons, the AD should be issued against the fuel pump so that it is applicable to all airplanes that may be affected, and not just CASA C–212 series airplanes.

The FAA infers that the commenter is requesting that the proposal be withdrawn, and that another rulemaking action be issued to propose action for all airplanes equipped with the subject fuel pump. The FAA does not concur. The FAA finds that to delay this action would be inappropriate, because the FAA has determined that an unsafe condition exists and that inspections must be conducted to ensure continued safety. However, although there have been no reported problems with the subject fuel pump on airplanes other than the CASA C–212 series, the FAA is reviewing this issue to determine if action against the fuel pump is warranted, and may consider further rulemaking action in the future if such action is deemed necessary. No change to the final rule is necessary in this regard.

Request To Require One-Time Inspection

One commenter requests that the final rule be changed to require a one-time visual inspection of the cover plates on the fuel pumps in lieu of the repetitive visual inspections that are proposed. The commenter states that the purpose of the inspection is to determine how widespread the electrical arcing is among the entire fleet of CASA C–212 series airplanes. The commenter states that, therefore, it may make more sense to require a one-time visual inspection and a report of any evidence of arcing rather than repetitive inspections.

The FAA does not concur with the commenter's request to require a one-time inspection in lieu of repetitive inspections. CASA Maintenance Instructions COM 212–252, Revision 1, recommends a one-time action that includes both the inspection of the cover plates on the fuel pumps and the modification of the fuel pump assembly prior to further flight, regardless of whether any discrepancy is found. Therefore, the FAA finds that to make such a change in this final rule would require the issuance of a supplemental notice of proposed rulemaking to reopen the public comment period. To delay this final rule in this way would be inappropriate, because the FAA has determined that an unsafe condition exists and the required actions must be accomplished to ensure continued safety. The FAA also finds that accomplishment of the terminating modification within 12 months after the effective date of this AD is adequate to ensure the safety of the transport airplane fleet, provided that repetitive inspections are accomplished at intervals not to exceed 300 flight hours. No change to the final rule is necessary in this regard.

Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the

adoption of the rule with the changes described previously. 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 38 Model C–212 series 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 $2,280, or $60 per airplane, per inspection cycle.

It will take approximately 5 work hours per airplane to accomplish the required modification, at an average labor rate of $60 per work hour. The cost of required parts will be minimal. Based on these figures, the cost impact of the modification required by this AD on U.S. operators is estimated to be $11,400, or $300 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:

99–04–02 Construcciones Aeronauticas, S.A. (CASA): Amendment 39–11026. Docket 98–NM–141–AD.

Applicability: All Model C–212 series airplanes, 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 electrical shorting between the fuel pump electrical connections and the fuel pump cover plate, which could result in the ignition of fuel vapor and consequent fuel tank explosion/fire, accomplish the following:

(a) Within 100 flight hours after the effective date of this AD, perform a visual inspection for damage or ''electrical spark marks'' on the cover plates for the fuel pumps, in accordance with CASA Maintenance Instructions COM 212–252, Revision 0, dated July 15, 1996; or Revision 1, dated September 15, 1998, including Attachment 1 (Parker Service Letter Number 47, dated October 29, 1998).

(1) If no damage or ''electrical spark mark'' is detected, repeat the visual inspection thereafter at intervals not to exceed 300 flight hours until the terminating action identified in paragraph (b) of this AD is accomplished.

(2) If any damage or ''electrical spark mark'' is detected on the cover plate, prior to further flight, inspect the wires for overheating damage and the positive screw terminal of the fuel pump for ''electrical spark marks'' between the positive screw terminal and the surrounding cartridge or the pump body face; replace any damaged wire with a new or serviceable wire; and accomplish paragraph (a)(2)(i) or (a)(2)(ii) of this AD, as applicable, in accordance with the maintenance instructions.

(i) If no ''electrical spark mark'' is detected between the positive screw terminal and the surrounding cartridge or pump body face, prior to further flight, modify the fuel pump installation by incorporating a non-conductive film on the cover plate. Accomplishment of this modification constitutes terminating action for the requirements of this AD.

(ii) If any ''electrical spark mark'' is detected between the positive screw terminal and the surrounding cartridge or the pump body face, prior to further flight, modify the fuel pump installation by installing a new fuel pump and incorporating a non-conductive film on the cover plate. Accomplishment of this modification constitutes terminating action for the requirements of this AD.

Note 2: Accomplishment of the electrical resistance checks described in CASA Maintenance Instructions COM 212–252, Revision 0, dated July 15, 1996, is not required for compliance with this AD.

(b) Within 12 months after the effective date of this AD, inspect the wires for overheating damage and the positive screw terminal of the fuel pump for ''electrical spark marks'' between the positive screw terminal and the surrounding cartridge or the pump body face; replace any damaged wire with a new or serviceable wire; and accomplish paragraph (a)(2)(i) or (a)(2)(ii) of this AD, as applicable; in accordance with CASA Maintenance Instructions COM 212–252, Revision 0, dated July 15, 1996; or Revision 1, dated September 15, 1998, including Attachment 1 (Parker Service Letter Number 47, dated October 29, 1998); even if no damage or ''electrical spark mark'' has been detected on the cover plate. Accomplishment of this modification constitutes terminating action for the requirements of this AD.

Note 3: Modification of the fuel pump installation in accordance with Parker Service Letter Number 47, dated October 29, 1998, is an acceptable alternative method of compliance for the terminating action requirement of paragraph (b) of 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, 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 4: 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 CASA Maintenance Instructions COM 212–252, Revision 0, dated July 15, 1996; or CASA Maintenance Instructions COM 212–252, Revision 1, dated September 15, 1998, which contains the following list of effective pages.

Page number	Revision level shown on page	Date shown on page
1–7	1	Sept. 15, 1998.
Attachment 1		
1–2	None	Oct. 29, 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 Construcciones Aeronauticas, S.A., Getafe, Madrid, Spain. 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 5: The subject of this AD is addressed in Spanish airworthiness directive 10/96, dated November 5, 1996.

(f) This amendment becomes effective on March 17, 1999.

Issued in Renton, Washington, on February 2, 1999.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–3036 Filed 2–9–99; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–269–AD; Amendment 39–11030; AD 99–04–06]

RIN 2120–AA64

Airworthiness Directives; McDonnell Douglas Model MD–90–30 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain McDonnell Douglas Model MD–90–30 series airplanes, that requires modification of the right and left main landing gear (MLG) hydraulic damper assemblies or replacement of the MLG hydraulic damper assemblies with modified and reidentified hydraulic damper assemblies. This amendment is prompted by reports indicating that, during overhauls, the MLG hydraulic dampers assemblies failed or had damaged spring retainers due to insufficient material thickness of the spring retainers. The actions specified by this AD are intended to prevent failure of the hydraulic damper assemblies of the MLG, which could result in vibration damage and collapse of the MLG.

DATES: Effective March 17, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 17, 1999.

ADDRESSES: The service information referenced in this AD may be obtained from Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1–L51 (2–60). 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, 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.

FOR FURTHER INFORMATION CONTACT: Albert Lam, Aerospace Engineer, Systems and Equipment Branch, ANM–130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712–4137; telephone (562) 627–5346; fax (562) 627–5210.

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 McDonnell Douglas Model MD–90–30 series airplanes was published in the **Federal Register** on October 21, 1998 (63 FR 56125). That action proposed to require modification of the right and left main landing gear (MLG) hydraulic damper assemblies or replacement of the MLG hydraulic damper assemblies with modified and reidentified hydraulic damper assemblies.

Comments

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

One commenter supports the proposed rule.

Comment Concerning Availability of Parts

One commenter states no objection to the proposed rule, however, the commenter questions whether parts will be available within the proposed compliance time. The FAA has consulted with the manufacturer, and finds that parts will be available within the required compliance time.

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 111 airplanes of the affected design in the worldwide fleet. The FAA estimates that 40 airplanes of U.S. registry will be affected by this AD.

It will take approximately 18 work hours per airplane (including access, removal, and closeup) to accomplish the required modification, at an average labor rate of $60 per work hour. Required parts will cost approximately $598 per airplane. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be $1,678 per airplane.

It will take approximately 5 work hours per airplane to accomplish the required replacement at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the replacement required by this AD on U.S. operators is estimated to be $300 per airplane.

The cost impact figures discussed above are based on assumptions that no