airplane to accomplish the modification, at an average labor rate of $60 per work hour. Required parts will cost approximately $31,144 per airplane. Based on these figures, the cost impact of this optional terminating action is estimated to be $85,144 per airplane.

Regulatory Impact

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

Boeing: Docket 99–NM–53–AD.

Applicability: Model 727–100, –100C, and –200 series airplanes, line numbers 1 through 1214 inclusive; certificated in any category; on which the modification required by AD 94–05–04, amendment 39–8842, as specified in Boeing Service Bulletin 727–57–0127, Revision 3, dated August 24, 1989, has not been accomplished.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (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 degradation of the structural capabilities of the affected airplanes, accomplish the following:

Initial Inspection

(a) Within 2,000 flight cycles after the effective date of this AD, unless accomplished within the last 12,000 flight cycles in accordance with AD 94–07–08, amendment 39–8866; accomplish paragraph (a)(1) or (a)(2) of this AD, as applicable.

(1) Perform a dye penetrant inspection to detect cracking of certain wing ribs at the rib-to-stringer attachment, in accordance with Boeing Service Bulletin 727–57–0127, Revision 3, dated August 24, 1989; and Boeing Standard Overhaul Practices Manual D6–51702, Chapter 20–20–02, Revision 79, dated March 1, 1999.

(2) Perform a high frequency eddy current inspection to detect cracking of certain wing ribs at the rib-to-stringer attachment, as specified in Boeing Service Bulletin 727–57–0127, Revision 3, dated August 24, 1989; in accordance with the procedures specified in Boeing Commercial Jet Nondestructive Test Manual, Chapter 51–00–00, Part 6, dated August 5, 1997.

Repetitive Inspections and Corrective Action

(b) If no crack is detected during any inspection required by paragraph (a) of this AD, repeat the applicable inspection thereafter at intervals not to exceed 14,000 flight cycles.

(c) If any crack is detected during any inspection required by paragraph (a) of this AD, prior to further flight, repair in accordance with Boeing Service Bulletin 727–57–0127, Revision 3, dated August 24, 1989. Repeat the applicable inspection thereafter at intervals not to exceed 14,000 flight cycles, following accomplishment of the repair.

Terminating Action

(d) Accomplishment of the structural modification required by paragraph (a) of AD 94–05–04, amendment 39–8842, as specified in Boeing Service Bulletin 727–57–0127, Revision 3, dated August 24, 1989, constitutes terminating action for the requirements of this AD.

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, 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.

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.

Issued in Renton, Washington, on June 18, 1999.

Dorenda D. Baker,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–16158 Filed 6–24–99; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–35–AD]

RIN 2120–AA64

Airworthiness Directives; Lockheed Model L–1011–385 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to all Lockheed Model L–1011–385 series airplanes. This proposal would require repetitive inspections to detect corrosion or fatigue cracking of certain structural elements of the airplane; corrective action, if necessary; and incorporation of certain structural modifications. This proposal is prompted by new recommendations related to incidents of fatigue cracking and corrosion in transport category airplanes that are approaching or have exceeded their economic design goal. The actions specified by the proposed AD are intended to prevent corrosion or fatigue cracking of certain structural elements, which could result in reduced structural integrity of the airplane.

DATES: Comments must be received by August 9, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 98–NM–35–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Lockheed Martin Aircraft & Logistics Center, 120 Orion Street, Greenville, South Carolina 29605. This information may be examined at the FAA, Transport Airplane Directorate, 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.

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:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 98–NM–35–AD.'' The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 98–NM–35–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

In April 1988, a transport category airplane managed to land after tiny cracks in rivet holes in the upper fuselage linked together, causing structural failure and explosive decompression. An 18-foot section ripped from the fuselage. This accident focused greater attention on the problem of aging aircraft.

Subsequently, in June 1988, the FAA sponsored a conference on aging airplane issues, which was attended by representatives of the aviation industry from around the world. It became obvious that, because of the tremendous increase in air travel, the relatively slow pace of new airplane production, and the apparent economic feasibility of operating older technology airplanes rather than retiring them, increased attention needed to be focused on this aging fleet and maintaining its continued operational safety.

The Air Transport Association (ATA) of America and the Aerospace Industries Association (AIA) of America committed to identifying and implementing procedures to ensure continuing structural airworthiness of aging transport category airplanes. The Airworthiness Assurance Working Group (AAWG), with representatives from the aircraft operators, manufacturers, regulatory authorities, and other aviation representatives, was originally established in August 1988. The objective of the AAWG was to sponsor ''Task Groups'' to:

1. Select service bulletins, applicable to each airplane model in the transport fleet, to be recommended for mandatory modification of aging airplanes,
2. Develop corrosion-directed inspections and prevention programs,
3. Review the adequacy of each operator's structural maintenance program,
4. Review and update the Supplemental Structural Inspection Documents (SSID),
5. Assess repair quality.

The Structures Task Group (STG) assigned to review the Lockheed Model L–1011–385 series airplanes was formed in 1988, and included operators of Model L–1011–385 series airplanes, Lockheed, the FAA, and observers from regulatory agencies. Certain recommendations made by the STG (pursuant to Item 1., described previously) are contained in Lockheed Service Bulletin 093–51–035, Revision 1, dated December 16, 1991. The FAA previously issued AD 94–05–01, amendment 39–8839 (59 FR 10275, March 4, 1994), to require the structural inspections and the modifications recommended in that document.

Since the issuance of that AD, the STG has recommended accomplishment of certain other structural inspections to detect corrosion or fatigue cracking of certain structural elements of the airplane, and incorporation of certain structural modifications. Corrosion or fatigue cracking of certain structural elements, if not detected and corrected, could result in reduced structural integrity of the airplane.

Explanation of Relevant Service Information

Lockheed has issued Service Bulletin 093–51–040, Revision 1, dated October 1, 1997 (hereinafter referred to as the ''Collector Service Bulletin''). The Collector Service Bulletin describes certain repetitive inspections to detect corrosion or fatigue cracking of certain structural elements of the airplane, including the area around the two aft passengers doors and the fuselage-to-underwing longeron area at butt line 94.5. The Collector Service Bulletin also describes structural modifications of various elements of the airplane that have been recommended by the STG, including modification of the retract actuators of the main landing gear, modification of the bulkhead at fuselage station 1363, and replacement of the wing rear spar web (for Model L–1011–385–3 series airplanes). The Collector Service Bulletin also references appropriate sources of accomplishment instructions for the structural inspections and modifications.

The FAA has reviewed and approved the Collector Service Bulletin. Accomplishment of the actions specified in the Collector Service Bulletin is intended to adequately address the identified unsafe condition.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require accomplishment of the actions specified in the service bulletin described previously, except as discussed below.

Other Relevant Rulemaking

The FAA previously has issued AD 98–10–14, amendment 39–10526 (63 FR 26966, May 15, 1998), applicable to all Lockheed Model L–1011–385 series airplanes, to require various inspections to detect cracking of certain areas of the rear spar caps, web, skin, and certain fastener holes; and follow-on actions. Accomplishment of the terminating modification listed in Lockheed Service Bulletin 093–57–215 (referenced in Table II of the Collector Service Bulletin), as required by paragraph (e) of this proposed AD; would constitute terminating action for the inspection requirements of AD 98–10–14 for the affected airplanes.

Differences Between This Proposed Rule and the Service Bulletin

Operators should note that Table II of the Collector Service Bulletin references structural inspections specified in Lockheed Service Bulletins 093–53–268, Revision 1, dated July 2, 1996, and 093–53–272, Revision 1, dated March 17, 1997. However, the FAA previously issued AD 99–08–20, amendment 39–11128 (64 FR 18324, April 14, 1999), applicable to all Lockheed Model L–1011–385 series airplanes, to require the structural inspections specified in Lockheed Service Bulletins 093–53–268, Revision 1, and 093–53–272, dated November 12, 1996. The FAA has determined that the procedures described in Lockheed Service Bulletin 093–53–272, Revision 1, are substantially similar to those specified in the original issue of that service bulletin. Therefore, paragraph (b) of this proposed AD specifies that structural inspections in accordance with Lockheed Service Bulletins 093–53–268, Revision 1, and 093–53–272, Revision 1, would not be required by this AD.

Operators also should note that the Collector Service Bulletin specifies that installation of the modifications in Lockheed Service Bulletins 093–53–268, Revision 1, and 093–53–272, terminates the inspections specified in Lockheed Service Bulletins 093–53–268, Revision 1, and 093–53–272, Revision 1. However, this proposed AD specifies that installation of those modifications does not constitute terminating action for the subject inspections. AD 99–08–20 does not provide for termination of the inspections by installation of the modifications, though that AD does specify that inspections may be deferred for 18,000 landings, if modifications in accordance with Lockheed Service Bulletins 093–53–268, Revision 1, and 093–53–272 are accomplished.

Operators also should note that, for airplanes that have exceeded the later of the inspection thresholds specified in Lockheed Service Bulletin 093–57–203, Revision 5, dated April 22, 1996, the Collector Service Bulletin specifies a grace period of 5 years or 5,000 flight cycles after April 11, 1996 (the initial release date of Lockheed Service Bulletin 093–57–215), for accomplishment of the terminating modification described in Lockheed Service Bulletin 093–57–215, dated April 11, 1996. This proposed rule specifies a grace period for that modification of 2 years or 2,000 flight cycles after the effective date of this AD. The proposed grace period was developed by taking into account the manufacturer's recommended grace period of five years after April 11, 1996, as well as the length of time that is normally required for the rulemaking process to be completed. In consideration of both of these factors, the FAA finds that a grace period of 2 years or 2,000 flight cycles after the effective date of the AD is adequate to ensure the continued safety of the transport airplane fleet. The FAA also finds that such a grace period will provide operators with slightly more time than what was specified in the Collector Service Bulletin to accomplish the terminating modification.

Cost Impact

There are approximately 214 airplanes of the affected design in the worldwide fleet. The FAA estimates that 107 airplanes of U.S. registry would be affected by this proposed AD.

It would take approximately 315 work hours per airplane to accomplish the proposed inspections, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the inspections proposed by this AD on U.S. operators is estimated to be $2,022,300, or $18,900 per airplane, per inspection cycle.

It would take approximately 3,385 work hours per airplane to accomplish the proposed modifications, at an average labor rate of $60 per work hour. Required parts would cost approximately $242,000 per airplane. Based on these figures, the cost impact of the modifications proposed by this AD on U.S. operators is estimated to be $47,625,700, or $445,100 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the proposed 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 proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES.**

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

Lockheed: Docket 98–NM–35–AD.

Applicability: All Model L–1011–385 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 (f) 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 corrosion or fatigue cracking of certain structural elements, which could result in reduced structural integrity of the airplane, accomplish the following:

Inspections

(a) Except as provided by paragraph (b) of this AD, perform structural inspections to detect corrosion or fatigue cracking of certain structural elements of the airplane, in accordance with the applicable service bulletins listed under ''Service Bulletin Number, Revision, and Date'' in Tables I and II of Lockheed Service Bulletin 093–51–040, Revision 1, dated October 1, 1997. Perform the initial inspections at the later of the times specified in paragraphs (a)(1) and (a)(2) of this AD. Thereafter, repeat each inspection at an interval not to exceed that specified in the applicable service bulletin.

(1) Prior to the threshold specified in the individual service bulletin listed in Table I or II of Lockheed Service Bulletin 093–51–040, Revision 1, as applicable.

(2) Within one repetitive interval after the effective date of this AD, as specified in the individual service bulletin listed in Table I or II of Lockheed Service Bulletin 093–51–040, Revision 1, as applicable.

(b) The structural inspections specified in Lockheed Service Bulletins 093–53–268, Revision 1, dated July 2, 1996, and 093–53–272, Revision 1, dated March 17, 1997; as listed in Table II of Lockheed Service Bulletin 093–51–040, Revision 1, dated October 1, 1997; are not required by this AD. The inspections specified in these service bulletins are required by AD 99–08–20, amendment 39–11128.

Corrective Action

(c) If any cracking is detected during any inspection required by paragraph (a) of this AD, prior to further flight, accomplish the actions specified in paragraph (c)(1), (c)(2), (c)(3), or (c)(4) of this AD.

(1) Repair in accordance with the applicable service bulletin referenced in Table I or II of Lockheed Service Bulletin 093–51–040, Revision 1, dated October 1, 1997.

(2) Repair in accordance with the applicable section of the Lockheed L–1011 Structural Repair Manual.

(3) Accomplish the terminating modification in accordance with the applicable service bulletin referenced in Table I or II of Lockheed Service Bulletin 093–51–040, Revision 1, dated October 1, 1997.

(4) Repair in accordance with a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate.

Terminating Action

(d) Install the terminating modification referenced in each service bulletin listed in Table II of Lockheed Service Bulletin 093–51–040, Revision 1, dated October 1, 1997; in accordance with the applicable service bulletin listed under ''Service Bulletin Number, Revision, and Date'' in Table II of Lockheed Service Bulletin 093–51–040, Revision 1. Except as provided by paragraph (e) of this AD, install each modification at the later of the times specified in paragraphs (d)(1) and (d)(2) of this AD. Such installation constitutes terminating action for the applicable structural inspection required by paragraph (a) of this AD.

Note 2: Installation of the terminating modifications specified in Lockheed Service Bulletin 093–53–268, Revision 1, dated July 2, 1996, and Lockheed Service Bulletin 093–53–272, dated November 12, 1996, does not constitute terminating action for the repetitive inspection requirements of AD 99–08–20, amendment 39–11128.

(1) Prior to the threshold specified in the applicable service bulletin listed in Table II of Lockheed Service Bulletin 093–51–040, Revision 1.

(2) Within 5 years or 5,000 flight cycles after the effective date of this AD, whichever occurs first.

(e) At the later of the times specified in paragraphs (e)(1) and (e)(2) of this AD: Install the terminating modification listed in Lockheed Service Bulletin 093–57–215, as referenced in Table II of Lockheed Service Bulletin 093–51–040, Revision 1, dated October 1, 1997. Such installation constitutes terminating action for the inspections required by AD 98–10–14, amendment 39–10526.

(1) Prior to the threshold specified in Lockheed Service Bulletin 093–57–203, Revision 5, dated April 22, 1996.

(2) Within 2 years or 2,000 flight cycles after the effective date of this AD, whichever occurs first.

Alternative Methods of Compliance

(f) 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 ACO. 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.

Special Flight Permits

(g) 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.

Issued in Renton, Washington, on June 18, 1999.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–16157 Filed 6–24–99; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

25 CFR Part 20

RIN 1076–AD95

Financial Assistance and Social Services Programs

AGENCY: Bureau of Indian Affairs, Interior.

ACTION: Proposed rule; extension of comment period.

SUMMARY: The comment period on the Bureau of Indian Affairs' proposed rule to govern the Financial Assistance and Social Services Program is hereby extended to provide additional opportunity for public comment. In response to tribal requests for additional time, the comment period is extended for 60 days. The proposed rule was published in the **Federal Register** on May 6, 1999 (64 FR 24296).

DATES: The comment period is extended from July 6, 1999 to September 7, 1999.

ADDRESSES: Send comments to Bureau of Indian Affairs, Division of Social Services, 1849 C Street, NW, MS–4660–MIB, Washington, DC 20240, or telephone number (202) 208–2479.

FOR FURTHER INFORMATION CONTACT: Larry Blair, Chief, Division of Social Services, Bureau of Indian Affairs, 202–208–2479.

Dated: June 19, 1999.

Kevin Gover,

Assistant Secretary—Indian Affairs.

[FR Doc. 99–16251 Filed 6–24–99; 8:45 am]

BILLING CODE 4310–02–M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[CA–221–158; FRL–6366–6]

Approval and Promulgation of Implementation Plans; California—Owens Valley Nonattainment Area; PM–10

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: EPA is proposing to approve the State Implementation Plan (SIP) submitted by the State of California for attaining the particulate matter (PM–10) national ambient air quality standards (NAAQS) in the Owens Valley Planning Area, along with the State's request for an extension to December 31, 2006 to attain the PM–10 NAAQS in the area.