

**Special Flight Permits**

(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.

**Incorporation by Reference**

(f) The actions shall be done in accordance with Raytheon Service Bulletin SB 21-3108, dated November 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 Raytheon Aircraft Company, Manager Service Engineering, Hawker Customer Support Department, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on February 15, 2000.

Issued in Renton, Washington, on January 3, 2000.

**Donald L. Riggins,**

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

[FR Doc. 00-375 Filed 1-10-00; 8:45 am]

BILLING CODE 4910-13-U

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. 98-CE-84-AD; Amendment 39-11507; AD 98-19-15 R1]

RIN 2120-AA64

**Airworthiness Directives; Fairchild Aircraft, Inc. SA226 and SA227 Series Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment revises Airworthiness Directive (AD) 98-19-15, which currently requires incorporating information into the Limitations Section of the airplane flight manual (AFM) that imposes a speed restriction and a minimum pilot requirement for Fairchild Aircraft, Inc. (Fairchild) SA226 and SA227 series airplanes equipped with Barber-Colman pitch trim actuators, part number (P/N) 27-19008-001/-004 or P/N 27-19008-002/-005. Since AD 98-19-15 became effective, improved design pitch trim actuators have been developed that,

when installed, will eliminate the speed restriction and minimum pilot requirements of the current AD. This AD requires incorporating these installations as a method of complying with the current AD. The actions specified by this AD are intended to lessen the possibility of airplane pitch up caused by mechanical failure of the pitch trim actuator, which could result in a pitch upset and structural failure of the airplane.

**DATE:** Effective March 3, 2000.

**ADDRESSES:** Service information that applies to this AD may be obtained from Fairchild Aircraft, Inc., P.O. Box 790490, San Antonio, Texas 78279-0490; telephone: (800) 577-7273; facsimile: (210) 824-3869. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-84-AD, 901 Locust, Room 506, Kansas City, Missouri 64106.

**FOR FURTHER INFORMATION CONTACT:** Mr. Werner G. Koch, Aerospace Engineer, FAA, Aircraft Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5133; facsimile: (817) 222-5960.

**SUPPLEMENTARY INFORMATION:****Events Leading to the Issuance of This AD**

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Fairchild SA226 and SA227 series airplanes equipped with Barber-Colman pitch trim actuators, part number (P/N) 27-19008-001/-004 or P/N 27-19008-002/-005 was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on September 23, 1999 (64 FR 51479). The NPRM proposed to revise AD 98-19-15. AD 98-19-15 Amendment 39-10794 (63 FR 50983, September 24, 1998), currently requires incorporating the following information into the applicable AFM on Fairchild SA226 and SA227 airplanes that are equipped with Barber-Colman pitch trim actuators, P/N 27-19008-001/-004 or P/N 27-19008-002/-005:

- "Limit the maximum indicated airspeed to maneuvering airspeed (Va) as shown in the appropriate airplane flight manual (AFM)." and

- "The minimum crew required is two pilots."

The following service information describes the AFM requirements:—Fairchild Service Letter 226-SL-017, FAA Approved: August 26, 1998; Revised: September 2, 1998;

—Fairchild Service Letter 227-SL-033, FAA Approved: August 26, 1998; Revised: September 2, 1998; and—Fairchild Service Letter CC7-SL-023, FAA Approved: August 26, 1998; Revised: September 2, 1998.

The NPRM proposed to retain the requirements of the existing AD, and would provide the option of incorporating one of the design alternatives developed since the issuance of AD 98-19-15. These design alternatives are:

- Barber-Colman P/N 27-19008-006 or P/N 27-19008-007 pitch trim actuators. Procedures to install these pitch trim actuators are contained in Fairchild Service Bulletin 226-27-064, Fairchild Service Bulletin 227-27-046, and Fairchild Service Bulletin CC7-27-015. All airplane models are eligible for this installation and airplane models vary by service bulletin;
- Simmonds-Precision P/N DL5040M5 or P/N DL5040M6 pitch trim actuators. All airplane models are eligible for this installation. Procedures and limitations to install these pitch trim actuators for the Models SA227-CC and SA227-DC airplanes are contained in Fairchild Service Bulletin CC7-27-014, and are contained in engineering data for all other models (contact Fairchild); and
- Simmonds-Precision P/N DL5040M8 pitch trim actuators. Procedures and limitations to install these pitch trim actuators are contained in Fairchild Service Bulletin 227-27-045, Fairchild Service Bulletin 226-27-063, and Fairchild Service Bulletin CC7-27-013. All airplane models are eligible for this installation and airplane models vary by service bulletin.

These pitch trim actuators, when installed, would eliminate the need for the requirements of AD 98-19-15.

Interested persons have been afforded an opportunity to participate in the making of this amendment. One comment was received in favor of the NPRM and no comments were received on the FAA's determination of the cost to the public.

**The FAA's Determination**

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden

upon the public than was already proposed.

### Cost Impact

The FAA estimates that 508 airplanes in the U.S. registry could have the affected pitch trim actuators installed and, therefore, could be affected by the AFM requirements of this AD. Since an owner/operator who holds at least a private pilot's certificate as authorized by sections 43.7 and 43.9 of the Federal Aviation Regulations (14 CFR 43.7 and 43.9) may accomplish the AFM insertions, the only cost impact upon the public will be the approximately 30 minutes it will take each owner/operator to incorporate the information into the AFM.

The FAA has no way of determining the number of airplanes that have the design alternative pitch trim actuators installed, and will therefore not be affected by this AD.

### Regulatory Impact

These regulations 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, the FAA has 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 copy of the final 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.

### 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 removing Airworthiness Directive (AD) 98-19-15, Amendment 39-10794, and adding a new AD to read as follows:

#### 98-19-15 R1 Fairchild Aircraft, Inc.:

Amendment 39-11507; Docket No. 98-CE-84-AD, Revises AD 98-19-15, Amendment 39-10794.

**Applicability:** Models SA226-T, SA226-T(B), SA226-AT, SA226-TC, SA227-TT, SA227-AT, SA227-AC, SA227-BC, SA227-CC, and SA227-DC airplanes, all serial numbers, certificated in any category; that are equipped with Barber-Colman pitch trim actuators, part number (P/N) 27-19008-001/-004 or P/N 27-19008-002/-005.

**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 in the body of this AD, unless already accomplished or made unnecessary by replacement of the P/N 27-19008-001/-004 or P/N 27-19008-002/-005 Barber-Colman pitch trim actuator with a Simmonds-Precision actuator, P/N DL5040M5, P/N DL5040M6, or P/N DL5040M8; or a Barber-Colman actuator, P/N 27-19008-006 or P/N 27-19008-007.

To lessen the possibility of airplane pitch up caused by mechanical failure of the pitch trim actuator, which could result in a pitch upset and structural failure of the airplane, accomplish the following:

To lessen the possibility of airplane pitch up caused by mechanical failure of the pitch trim actuator, which could result in a pitch upset and structural failure of the airplane, accomplish the following:

(a) Prior to further flight after September 25, 1998 (the effective date of AD 98-19-15), revise the FAA-approved Airplane Flight Manual (AFM) by incorporating the following into the Limitations Section of the AFM. This may be accomplished by inserting a copy of this AD into the AFM:

- "Limit the maximum indicated airspeed to maneuvering airspeed (Va) as shown in the appropriate airplane flight manual (AFM)." and
- "The minimum crew required is two pilots."

**Note 2:** Fairchild Service Letter 226-SL-017, Fairchild Service Letter 227-SL-033, and Fairchild Service Letter CC7-SL-023, all FAA Approved: August 26, 1998; Revised: September 2, 1998; address the subject matter of this AD.

**Note 3:** The prior to further flight compliance time of paragraph (a) of this AD is being retained from AD 98-19-15. The only substantive difference between this AD and AD 98-19-15 is the addition of the alternative method of compliance referenced in paragraph (c) of this AD.

(b) Incorporating the AFM revision, as specified in paragraph (a) of this AD, may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

**Note 4:** This AD does not affect AD 97-23-01, Amendment 39-10188 (62 FR 5922, November 3, 1997). AD 97-23-01 still applies to all SA226 and SA227 series airplanes equipped with either Barber-Colman or Simmonds-Precision pitch trim actuators. AD 97-23-01 will be superseded to cover the improved design pitch trim actuators referenced in paragraphs (c)(1), (c)(2), and (c)(3) of this AD. AD 97-23-01 requires the following:

- repetitively measuring the freeplay of the pitch trim actuator and repetitively inspecting the actuator for rod slippage or ratcheting;
- immediately replacing any actuator if certain freeplay limitations are exceeded or rod slippage or ratcheting is evident; and
- eventually replacing the Simmonds-Precision actuators regardless of the inspection results.

(c) As an alternative method of compliance to the requirements of this AD, replace each of the P/N 27-19008-001/-004 or P/N 27-19008-002/-005 Barber-Colman pitch trim actuators with one of the following, or FAA-approved equivalent part number:

- (1) Barber-Colman P/N 27-19008-006 or P/N 27-19008-007 pitch trim actuators. Procedures to install these pitch trim actuators are contained in Fairchild Service Bulletin 226-27-064, Fairchild Service Bulletin 227-27-046, and Fairchild Service Bulletin CC7-27-015. All airplane models are eligible for this installation and airplane models vary by service bulletin;
- (2) Simmonds-Precision P/N DL5040M5 or P/N DL5040M6 pitch trim actuators. All airplane models are eligible for this installation. Procedures and limitations to install these pitch trim actuators for the Models SA227-CC and SA227-DC airplanes are contained in Fairchild Service Bulletin CC7-27-014, and are contained in engineering data for all other models (contact Fairchild); or
- (3) Simmonds-Precision P/N DL5040M8 pitch trim actuators. Procedures and limitations to install these pitch trim actuators are contained in Fairchild Service Bulletin 227-27-045, Fairchild Service Bulletin 226-27-063, and Fairchild Service Bulletin CC7-27-013. All airplane models

are eligible for this installation and airplane models vary by service bulletin.

(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) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Fort Worth Airplane Certification Office (ACO), FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

(2) Alternative methods of compliance approved in accordance with AD 98-19-15 are considered approved as alternative methods of compliance for this AD.

**Note 5:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth ACO.

(f) All persons affected by this directive may obtain copies of the documents referred to herein upon request to Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490; or may examine these documents at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

(g) This amendment becomes effective on March 3, 2000.

Issued in Kansas City, Missouri, on January 4, 2000.

**Michael Gallagher,**

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

[FR Doc. 00-537 Filed 1-10-00; 8:45 am]

**BILLING CODE 4910-13-U**

**DEPARTMENT OF THE INTERIOR**

**Minerals Management Service**

**30 CFR Parts 202 and 206**

**RIN 1010-AB57**

**Amendments to Gas Valuation Regulations for Indian Leases— Additional Information Related to Valuing Indian Gas Produced from Leases Located in Index Zones; Correction**

**AGENCY:** Minerals Management Service (MMS), Interior.

**ACTION:** Notice of eligible index zones; correction.

**SUMMARY:** On November 30, 1999, MMS published a “Notice of Eligible Index Zones” (64 FR 66771) concerning information related to valuing gas produced from Indian leases located in index zones. This notice clarifies the second paragraph following Table No. 2.—MMS-Approved Publications. That paragraph discusses the valuation of production when leases are excluded from valuation under the index-based valuation method. This notice also corrects the lease prefix data for the Jicarilla Apache Reservation in Table No. 4.—Lease Prefixes and MMS-Designated Areas.

**EFFECTIVE DATE:** January 1, 2000.

**FOR FURTHER INFORMATION CONTACT:** David S. Guzy, Chief, Rules and Publications Staff; telephone, (303) 231-3432; FAX, (303) 231-3385; email,

David.Guzy@mms.gov; mailing address, Minerals Management Service, Royalty Management Program, Rules and Publications Staff, P.O. Box 25165, MS 3021, Denver, Colorado, 80225-0165.

**SUPPLEMENTARY INFORMATION:** In the **Federal Register** of November 30, 1999, in FR Doc. 99-30991, page 66772, columns 1 and 2, the second paragraph following Table No. 2.—MMS-Approved Publications is revised to read as follows:

As stated in 30 CFR 206.172 (64 FR 43517), an Indian tribe may ask MMS to exclude some or all of its leases from valuation under the index-based valuation method. After consulting with the Bureau of Indian Affairs (BIA), MMS may also exclude any Indian allotted leases from valuation under the index-based valuation method. If MMS approves any requests for exclusion from an index zone, the lessee must value the production under the non-index-based valuation method subject to the provisions of 30 CFR 202.555(c) (64 FR 43514) and 206.170(b) (64 FR 43515).

In addition, on pages 66774 and 66775, correct Table No. 4.—Lease Prefixes and MMS-Designated Areas to read as follows:

**TABLE NO. 4.—LEASE PREFIXES AND MMS-DESIGNATED AREAS**

MMS-designated areas	Lease prefixes
Alabama—Coushatta .....	615
Blackfeet Reservation .....	507, 512, 513, 514, 515, 517, 526.
Crow Reservation .....	520, 619.
Fort Belknap .....	538.
Fort Berthold .....	528, 529, 540.
Fort Peck Reservation .....	506, 523, 533, 536, 622.
Jicarilla Apache Reservation .....	609.
Oklahoma Counties: Alfalfa, Beaver, Cimarron, Cleveland, Creek, Garfield, Grant, Harper, Kay, Lincoln, Noble, Nowata, Oklahoma, Pawnee, Payne, Pottawatomie, Rogers, Texas, Tulsa, Washington, Woods.	503, 505, 510, 511, 518, 521, 601, 602, 607, 615, 714.
Oklahoma Counties: Beckham, Blaine, Caddo, Canadian, Comanche, Cotton, Custer, Dewey, Ellis, Garvin, Grady, Greer, Harmon, Jackson, Jefferson, Kingfisher, Kiowa, Logan, Major, McClain, Roger Mills, Stephens, Tillman, Washita, Woodward.	503, 505, 518, 601, 602, 607.
Oklahoma Counties: Adair, Atoka, Bryan, Carter, Cherokee, Choctaw, Coal, Craig, Delaware, Haskell, Hughes, Johnston, Latimer, Le Flore, Love, Marshall, Mayes, McCurtain, McIntosh, Murray, Muskogee, Okfushee, Okmulgee, Ottawa, Pittsburg, Pontotoc, Pushmataha, Seminole, Sequoyah, Wagoner.	503, 505, 511, 601, 602, 607, 615.
Navajo Allotted Leases in the Navajo Reservation .....	516, 525, 527, 621, 623.
Navajo Tribal Leases in the Navajo Reservation .....	415, 516, 525, 527, 620, 621, 623.
Northern Cheyenne Reservation .....	None.
Rocky Boys Reservation .....	053, 154, 537, 889.
Southern Ute Reservation .....	519, 522, 524, 614, 750.
Turtle Mountain Reservation .....	610.
Ute Mountain Ute Reservation .....	519, 522, 524, 614, 750.
Ute Allotted Leases in the Uintah and Ouray Reservation .....	509, 531, 532.
Ute Tribal Leases in the Uintah and Ouray Reservation .....	509, 531, 532.