To prevent the inadvertent opening of a thrust reverser door in the event of failure of the primary and secondary locks of the thrust reverser, which could result in reduced controllability of the airplane, accomplish the following:

(a) Except as provided by paragraph (b) of this AD, prior to the accumulation of 1,300 total flight hours, or within 500 flight hours after the effective date of this AD, whichever occurs later, perform an operational test (inspection) to ensure proper operation of the actuator of the secondary locks of the thrust reversers, in accordance with Airbus Service Bulletin A340–78–4012, Revision 01, dated December 19, 1996. Thereafter, repeat the operational test at intervals not to exceed 1,300 flight hours.

Note 2: The Airbus service bulletin references ROHR Service Bulletin RA34078–47, Revision 1, dated November 30, 1996, which describes procedures for repetitive operational tests of the secondary locks of the thrust reversers, and corrective actions. The corrective actions involve replacement of the actuator of the secondary lock with a new or serviceable actuator, if necessary.

(b) For airplanes on which Airbus Modifications 45150 and 45486 has been installed, or on which Airbus Service Bulletin A340–78–4013, dated May 26, 1997, has been accomplished: Prior to the accumulation of 4,000 total flight hours, or within 500 flight hours after the effective date of this AD, whichever occurs later, perform an operational test (inspection) as required in paragraph (a) of this AD. Thereafter, repeat the operational test at intervals not to exceed 4,000 flight hours.

(c) If any discrepancy is detected during any operational test (inspection) required by paragraph (a) or (b) of this AD, prior to further flight, replace the actuator of the secondary lock with a new or serviceable actuator, in accordance with ROHR Service Bulletin RA34078–47, Revision 1, dated November 30, 1996.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, 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 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM–116.

(e) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) The operational tests shall be done in accordance with Airbus Service Bulletin A340–78–4012, Revision 01, dated December 19, 1996. The replacement shall be done in accordance with ROHR Service Bulletin RA34078–47, Revision 1, dated November 30, 1996, which contains the specified list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1, 5, 6	1	November 30, 1996.
2–4, 7	Original	September 16, 1996.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; and ROHR, Inc., 850 Lagoon Drive, Chula Vista, California 91912. 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 4: The subject of this AD is addressed in French airworthiness directive 96–245–050(B)R1, dated April 8, 1998.

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

Issued in Renton, Washington, on December 28, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–51 Filed 1–7–99; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–142–AD; Amendment 39–10979; AD 99–01–14]

RIN 2120–AA64

Airworthiness Directives; Honeywell IC–600 Integrated Avionics Computers, as Installed In, But Not Limited To, Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model EMB–145 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Honeywell IC–600 integrated avionics computers, that requires modification of the integrated avionics computers. This amendment is prompted by a report of integrated avionics computer failures, which caused a ''random reset'' condition of the electronic flight instrument system. The actions specified by this AD are intended to prevent such ''random reset'' conditions, which could affect the pilot's ability to control the airplane.

DATES: Effective February 12, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 12, 1999.

ADDRESSES: The service information referenced in this AD may be obtained from Honeywell Inc., Business and Commuter Aviation Systems, Box 29000, Phoenix, Arizona 85038. 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: J. Kirk Baker, 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) 627–5345; 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 Honeywell IC–600 integrated avionics computers was published in the **Federal Register** on June 3, 1998 (63 FR 30155). That

action proposed to require modification of the integrated avionics computers.

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 Limit Applicability

One commenter requests that Learjet Model 45 airplanes be removed from the applicability of the proposed rule. The commenter indicates that there was only one Learjet Model 45 airplane with the suspect Honeywell IC–600 integrated avionics computer that received a standard certificate of airworthiness, and that airplane has been modified in accordance with the proposed rule.

The FAA concurs with the commenter's request that the Learjet Model 45 airplanes be removed from the applicability of the final rule. This decision is based on supporting documentation that there was only one Learjet Model 45 airplane with the suspect IC–600, and a modified IC–600 was installed on that airplane before delivery to the customer. Furthermore, Learjet has incorporated the required modifications into production. The part numbers related to these airplanes will be removed from the appropriate sections in the final rule. The Summary and Applicability sections, as well as paragraph (b) of the final rule, have been revised accordingly.

Request To Reduce Compliance Time and Revise the Airplane Flight Manual

One commenter requests that the compliance time for the modification in the proposed rule be reduced from 6 months to 30 days so that the unsafe condition is addressed in a more timely manner. The commenter also requests that a temporary revision to the FAA-approved Airplane Flight Manual (AFM) be issued in the interim to alert flightcrews of the potential hazards if the electronic flight instrument system fails. The commenter states that this is necessary because the unsafe condition exists today and the flightcrews may be unaware of the possibility of this potentially catastrophic condition.

The FAA does not concur with the commenter's request. In developing an appropriate compliance time, the FAA considered the safety implications, parts availability, and normal maintenance schedules. Further, the compliance time of 6 months was established with the operator's, the manufacturer's, and FAA's concurrence. The FAA also has determined that, without prior notice and opportunity for public comment, a reduction in the compliance time is not appropriate. In light of these factors, and in consideration of the amount of time that has already elapsed since issuance of the proposed rule, the FAA has determined that further delay of this final rule is not warranted. However, if additional data are presented that would justify a reduction in the compliance time, the FAA may consider further rulemaking on this issue.

With regard to the commenter's request for an AFM revision, the FAA has considered the potential hazard for temporary loss of flight guidance and does not consider that hazard to be catastrophic. The flightcrew's ability to use the standby instruments during the 30-second rebuild of the display will allow them continued operational safety. Additionally, it was determined that at no time did the display present any hazardously misleading information. Therefore, the FAA does not find it appropriate to require a revision of the AFM. 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

There are approximately 37 airplanes of the affected design in the worldwide fleet. The FAA estimates that 19 airplanes of U.S. registry will be affected by this proposed AD. It will take approximately 2 work hours per airplane to accomplish the required modification at an average labor rate of $60 per work hour. Required parts will be supplied by the manufacturer at no cost to operators. Based on these figures, the cost impact of the modification required by this AD on U.S. operators is estimated to be $2,280, or $120 per airplane.

The cost impact figure discussed above is 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:

99–01–14 Honeywell: Amendment 39–10979. Docket 98–NM–142–AD.

Applicability: Honeywell IC–600 integrated avionics computers having part numbers 7017000–82401, –82402, –82403, –83401, –83402, and –83403, as installed in, but not limited to, EMBRAER Model EMB–145 series airplanes.

Note 1: This AD applies to Honeywell IC–600 integrated avionics computers having part numbers 7017000–82401, –82402, –82403, –83401, –83402, and –83403; as installed in any airplane, regardless of whether the airplane 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 a ''random reset'' condition of the electronic flight instrument system, which could affect the pilot's ability to control the airplane, accomplish the following:

(a) Within 6 months after the effective date of this AD, modify the IC–600 integrated avionics computer, in accordance with Honeywell Service Bulletin 7017000–22–43, dated March 24, 1998.

(b) As of the effective date of this AD, no person shall install a Honeywell IC–600 integrated avionics computer having part number 7017000–82401, –82402, –82403, –83401, –83402, or –83403 on any airplane; unless it has been modified in accordance with Honeywell Service Bulletin 7017000–22–43, dated March 24, 1998.

(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, Los Angeles 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, Los Angeles ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(d) Special flight permits may be issued in accordance with 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 modification shall be done in accordance with Honeywell Service Bulletin 7017000–22–43, dated March 24, 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 Honeywell Inc., Business and Commuter Aviation Systems, Box 29000, Phoenix, Arizona 85038. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on February 12, 1999.

Issued in Renton, Washington, on December 28, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–48 Filed 1–7–99; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–NM–238–AD; Amendment 39–10981; AD 99–01–16]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 737–100, –200, –300, –400, and –500 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 737–100, –200, –300, –400, and –500 series airplanes, that requires installation of a placard that warns the cabin crew not to put the selector valve for the forward lavatory water supply in the ''DRAIN'' position during flight. This amendment also requires installation of an isolation valve in the drain line downstream of the selector valve, which would terminate the requirement for the placard installation. This amendment is prompted by reports of damage to the horizontal stabilizer, and engine flameout caused by ice formed from water drained inadvertently through a mispositioned selector valve. The actions specified by this AD are intended to prevent damage to the engines, airframe, or horizontal stabilizer, and/or to prevent a hazard to persons or property on the ground, as a result of ice that could dislodge from the airplane.

DATES: Effective February 12, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 12, 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 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.

FOR FURTHER INFORMATION CONTACT: Don Eiford, Aerospace Engineer, Systems and Equipment Branch, ANM–130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2788; fax (425) 227–1181.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to all Boeing Model 737–100, –200, –300, –400, and –500 series airplanes was published in the Federal Register on November 13, 1997 (62 FR 60810). That action proposed to require installation of a placard that warns the cabin crew not to put the selector valve for the forward lavatory water supply in the ''DRAIN'' position during flight. That action also proposed to require installation of an isolation valve in the drain line downstream of the selector valve.

Consideration of Comments Received

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 Delay Issuance of AD Pending Release of Service Information

Several commenters request delay of the issuance of the AD pending the release of appropriate service information that provides technical details for installation of the isolation valve. The commenters state that, without such service information, they are unable to provide meaningful comments regarding the technical content of the proposed AD.

The FAA partially concurs with the commenter's request. The FAA recognizes that a service bulletin would provide technical details and procedures for accomplishing the actions proposed by the notice of proposed rulemaking (NPRM). However, the issue subject to public comment was the general requirement for the placard and valve installations. Further, because the valve installation is not expected to be technically complicated or difficult to accomplish, the FAA does not anticipate receiving any comments addressing the technical aspects of the valve installation. In light of this information, the FAA has determined that it is unnecessary to delay issuance of the final rule.

Request To Revise Applicability

One commenter states its understanding of the applicability as