

unless that PCU's nameplate has been vibro-engraved with the letter "C" or letters greater than "C" following the serial number. PCU nameplates that have been vibro-engraved with the letter "C" or letters greater than "C" following the serial number are considered to be in compliance with the requirements for the initial inspection of this AD.

(d)(1) Within 30 days after accomplishing the initial displacement test required by paragraph (a) of this AD: Submit a report of the testing to the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; fax (425) 227-1181. The report must include the displacement testing results (both positive and negative findings), test data for any failed valve assemblies, a description of any discrepancies if found, the part number and serial number of each rudder PCU tested, and the airplane serial number.

(d)(2) Within 30 days after accomplishing any repetitive displacement testing required by paragraph (a) of this AD: Submit a report of any failed valve assembly to the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; fax (425) 227-1181. The report must include the displacement testing results of any failed valve assembly, test data for any failed valve assemblies, a description of any discrepancies found, the part number and serial number of each rudder PCU with a failed valve assembly, and the airplane serial number.

(d)(3) Within 30 days after accomplishing the initial displacement test required by paragraph (a) of this AD: Submit failed valve assemblies for analysis to Parker Hannifin Corporation, Chief Engineer, Customer Support Operations, 16666 Von Karman Avenue, Irvine, California 92606.

(d)(4) Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

#### 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 ACO. 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 4:** 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.

#### Incorporation by Reference

(g) The actions shall be done in accordance with Boeing Alert Service Bulletin 737-27A1221, Revision 1, dated January 28, 1999, or Boeing Alert Service Bulletin 737-27A1222, Revision 1, dated January 28, 1999. 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 Boeing Commercial Airplane Group, P. O. Box 3707, Seattle, Washington 98124-2207. 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.

(h) This amendment becomes effective on June 28, 1999.

Issued in Renton, Washington, on May 13, 1999.

**D. L. Riggins,**

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

[FR Doc. 99-12690 Filed 5-21-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-CE-14-AD; Amendment 39-11178; AD 99-11-07]

RIN 2120-AA64

#### Airworthiness Directives; Mooney Aircraft Corporation Model M20R Airplanes

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to certain Mooney Aircraft Corporation (Mooney) Model M20R airplanes. This AD requires either fabricating and installing a placard that specifies using the air conditioning system during cruise operations only or deactivating the air conditioning system so it cannot be used. This AD is the result of reports of the existence of dangerous levels of carbon monoxide during taxi, climb, and descent operations of the above-referenced airplanes. The actions specified by this AD are intended to prevent dangerous levels of carbon monoxide from entering the airplane cabin during takeoff, climb, and descent operations caused by the present flight cabin sealing design of the affected airplanes, which could result in passenger injury.

**DATES:** Effective June 15, 1999.

Comments for inclusion in the Rules Docket must be received on or before July 18, 1999.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-CE-14-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from the Mooney Aircraft Corporation, Louis Schreiner Field, Kerrville, Texas 78028. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-CE-14-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

#### FOR FURTHER INFORMATION CONTACT:

Garry D. Sills, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5154; facsimile: (817) 222-5960.

#### SUPPLEMENTARY INFORMATION:

##### Discussion

The FAA has received reports of the existence of dangerous levels of carbon monoxide in the flight cabin of Mooney Model M20R airplanes. The problem is associated with the sealing requirements of these airplanes. The engine exhaust is pulled into the tail cone from the airstream to cool the air conditioning condenser coil. This exhaust then stagnates in this area and, under the current flight cabin seal design, this mix of air and exhaust gas is allowed to enter into the flight cabin.

Investigation of several Mooney Model M20R airplanes found unacceptable levels of carbon monoxide during taxi, climb, and descent operations when the air conditioner is in use. The problem does not exist during cruise operations.

#### Relevant Service Information

Mooney has issued Service Bulletin M20-270, Issue Date: March 1, 1999, which specifies accomplishing one of the following:

- Fabricating and installing a placard that specifies using the air conditioning system during cruise operations only; or
- Deactivating the air conditioning system so it cannot be used.

#### The FAA's Determination

After examining the circumstances and reviewing all available information related to the incidents described above, including the relevant service

information, the FAA has determined that AD action should be taken to prevent dangerous levels of carbon monoxide from entering the airplane cabin during takeoff, climb, and descent operations caused by the present flight cabin sealing design of the affected airplanes, which could result in passenger injury.

#### Explanation of the Provisions of the AD

Since an unsafe condition has been identified that is likely to exist or develop in other Mooney Model M20R airplanes of the same type design, the FAA is taking AD action. This AD requires either fabricating and installing a placard that specifies using the air conditioning system during cruise operations only or deactivating the air conditioning system so it cannot be used.

#### Determination of the Effective Date of the AD

Since a situation exists (possible passenger injury caused by the existence of dangerous carbon monoxide levels) that requires the immediate adoption of this regulation, it is found that notice and opportunity for public prior comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

#### Comments Invited

Although this action is in the form of a final rule that involves requirements affecting immediate flight safety and, thus, was not preceded by notice and opportunity to comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should 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 will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that

summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 99-CE-14-AD." The postcard will be date stamped and returned to the commenter.

#### 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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a significant regulatory action under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

#### 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 adding a new airworthiness directive (AD) to read as follows:

**99-11-07 Mooney Aircraft Corporation:**  
Amendment 39-11178; Docket No. 99-CE-14-AD.

*Applicability:* Model M20R airplanes, certificated in any category; that incorporate the following serial numbers: 29-0033, 29-0062, 29-0088, 29-0090, 29-0092, 29-0096, 29-0098, 29-0109, 29-0117, 29-0119, 29-0130, 29-0132, 29-0133, 29-0134, 29-0139, 29-0142, 29-0143, 29-0144, 29-0149, 29-0154, 29-0155, 29-0156, 29-0159, 29-0161, 29-0162, 29-0164, 29-0171, 29-0172, and 29-0180.

**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 (d) 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 within the next 25 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

To prevent dangerous levels of carbon monoxide from entering the airplane cabin during takeoff, climb, and descent operations caused by the present flight cabin sealing design of the affected airplanes, which could result in passenger injury, accomplish the following:

(a) Accomplish one of the following actions:

(1) Fabricate a placard that incorporates the following words (using at least 1/8-inch letters), and install this placard on the instrument panel within the pilot's clear view:

"AIR CONDITIONING SYSTEM TO BE UTILIZED DURING CRUISE OPERATION ONLY"

Instead of fabricating the placard, it may be obtained from the Mooney Aircraft Corporation at the address specified in paragraph (e) of this AD, and is referenced in Mooney Service Bulletin M20-270, Issued Date: March 1, 1999; or

(2) De-activate the air conditioning system.

(b) Accomplishing the placard requirements of paragraph (a)(1) 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).

(c) 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. Use of the air conditioning system is prohibited during any such flight.

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

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth ACO (ASW-150).

(e) Mooney Aircraft Corporation Service Bulletin M20-270, Issue Date: March 1, 1999, may be obtained from the Mooney Aircraft Corporation, Louis Schreiner Field, Kerrville, Texas 78028. Copies of this document and other information related to this AD may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri.

(f) This amendment becomes effective on June 15, 1999.

Issued in Kansas City, Missouri, on May 14, 1999.

**Marvin R. Nuss,**

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

[FR Doc. 99-12974 Filed 5-21-99; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-ANM-19]

#### Establishment of Class D Airspace and Modification of Class E Airspace, Bozeman, MT; Correction

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects a final rule published on March 22, 1999, that inadvertently listed an airspace extension as a Class D. The extension should be Class E, and all airspace boundaries remain the same. The final rule established Class D airspace, and modified Class E airspace at Gallatin Field, Bozeman, MT. This action corrects the final rule by reflecting the power type of airspace in the legal description, and also corrects the effective date.

**EFFECTIVE DATE:** 0901 UTC, July 15, 1999.

**FOR FURTHER INFORMATION CONTACT:** Dennis Ripley, ANM-520.6 Federal

Aviation Administration, Docket No. 98-ANM-19, 1601 Lind Avenue SW, Renton, Washington, 98055-4056; telephone number (425) 227-2527.

**SUPPLEMENTARY INFORMATION:** On March 22, 1999, the FAA published a final rule that established Class D, and amended Class E2 airspace designation (64 FR 13671). However, that action erroneously did not list the airspace extension to the Class D, and Class E2 airspace, as a Class E4 extension. This action corrects the final rule reflecting the proper airspace designations, all airspace boundaries remain the same.

#### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the Class D, and Class E airspace description at Bozeman, MT, as published in the **Federal Register** on March 22, 1999, (64 FR 13671), (Federal Register Document No. 99-6939) is corrected as follows:

1. On page 13671, in column 3, under the heading **EFFECTIVE DATE**, correct the original effective date to read "0901 UTC, July 15, 1999".

2. On page 13672, in column 1, under the heading "History", the second paragraph, the second sentence is corrected to read "Class D surface airspace area, Class E airspace areas designated as a surface area for an airport, and Class E airspace designated as an extension to a Class D or Class E surface area are published in paragraph 5000, paragraph 6002, and paragraph 6004, respectively, of FAA Order 7400.9F, dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1".

#### § 71.1 [Corrected]

3. On page 13672, in column 2, the airspace descriptions in FAA Order 7400.9F incorporated by reference in 14 CFR 71.1 are corrected to read as follows:

\* \* \* \* \*

#### Paragraph 5000 General

##### ANM MT D Bozeman, MT [New]

Bozeman, Gallatin Field, MT  
(Lat. 45°46'37" N, long. 111°09'11" W)

That airspace extending upward from the surface to 7,000 feet MSL within a 4.4-mile radius of Gallatin Field. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

*Paragraph 6002 Class E airspace areas designated as a surface area for an airport.*

##### ANM MT E2 Bozeman, MT [Revised]

Bozeman, Gallatin Field, MT  
(Lat. 45°46'37" N, long. 111°09'11" W)

Within a 4.4-mile radius of Gallatin Field. This Class E airspace areas is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

*Paragraph 6004 Class E airspace designated as an extension to a Class D or Class E surface area.*

##### ANM MT E4 Bozeman, MT [New]

Bozeman, Gallatin Field, MT  
(Lat. 45°46'37" N, long. 111°09'11" W)  
Bozeman ILS Localizer  
(Lat. 45°46'01" N, long. 111°08'13" W)

That airspace extending upward from the surface within 3 miles each side of the Bozeman ILS northwest localizer course extending from the 4.4-mile radius of the Bozeman Airport to 14 miles northwest of Gallatin Field.

\* \* \* \* \*

Issued in Seattle, Washington, on May 14, 1999.

**Daniel A. Boyle,**

*Assistant Manager, Air Traffic Division, Northwest Mountain Region.*

[FR Doc. 99-12947 Filed 5-21-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-ASW-57]

#### Revision of Class E Airspace; Pampa, TX

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This notice confirms the effective date of a direct final rule which revises Class E airspace at Pampa, TX.

**EFFECTIVE DATE:** The direct final rule published at 64 FR 10562 is effective 0901 UTC, July 15, 1999.

**FOR FURTHER INFORMATION CONTACT:** Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone: 817-222-5793.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the **Federal Register** on March 5, 1999 (64 FR 10562). The FAA uses the direct final