

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

99-12-06 AlliedSignal Inc.: Amendment 39-11190; Docket No. 95-CE-91-AD.

Applicability: The following very high frequency (VHF) navigation receivers that are installed on, but not limited to, Learjet Model 31A, Fokker Model F27-50, and British Aerospace Model ATP airplanes:

- VN 411B, BPN 3614004-4101, all serial numbers, that are currently at Modification Status 18, 19, or 20;
- VN 411B, BPN/KPN 3614004-4101/066-1101-00, all serial numbers, that are currently at Modification Status 18, 19, or 20;
- VN 411B, P/N 066-1101-00, serial numbers up to and including 10799, that are currently at Modification Status 18, 19, or 20; and
- VN 411B, P/N 066-1101-31/40/50, serial numbers up to and including 10799, that are currently at Modification Status 19 or 20.

Note 1: This AD applies to each airplane in which a VHF navigation receiver identified in the preceding applicability provision has been installed, 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 as indicated in the body of this AD, unless already accomplished.

To prevent VHF navigation receiver interference from frequency modulation (FM) radio station broadcast frequencies, which could cause distortion of the navigation audio and deflection of the desired flight path of the airplane during landing operations with possible loss of control of the airplane, accomplish the following:

(a) Within the next 90 calendar days after the effective date of this AD or upon replacement or repair of any affected AlliedSignal VHF navigation receiver, whichever occurs first, remove the navigation receiver and install one where an AlliedSignal Bendix/King service center has incorporated Modification 21, in accordance with AlliedSignal Bendix/King Service Bulletin VN 411B-21, dated November 1996.

(b) As of the effective date of this AD, no person may install, on any airplane, one of the affected VHF navigation receivers that does not have Modification 21 incorporated in accordance with AlliedSignal Bendix/King Service Bulletin VN 411B-21, dated November 1996.

(c) 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.

(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, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

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

(e) The removal and installation required by this AD shall be done in accordance with AlliedSignal Bendix/King Service Bulletin VN 411B-21, dated November 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 AlliedSignal, Inc., 23500 W. 105th Street, Olathe, Kansas 66051-1950. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(f) This amendment becomes effective on July 23, 1999.

Issued in Kansas City, Missouri, on June 2, 1999.

Marvin R. Nuss,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-14537 Filed 6-10-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-CE-127-AD; Amendment 39-11191; AD 99-12-07]

RIN 2120-AA64

Airworthiness Directives; Raytheon Aircraft Company Model 1900D Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Raytheon Aircraft Company (Raytheon) Model 1900D airplanes. This AD requires replacing the passenger oxygen container and mask assembly with an improved design passenger oxygen container and mask assembly. This AD is the result of an incident where a passenger had put on the oxygen mask and the lanyard pin did not automatically pull and initiate oxygen flow during a loss of airplane pressurization while in-flight. The actions specified by this AD are intended to prevent the above situation from occurring on other airplanes, which could result in passenger injury if the lanyard pin is not manually pulled in a timely manner.

DATES: Effective July 23, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 23, 1999.

ADDRESSES: Service information that applies to this AD may be obtained from the Raytheon Aircraft Company, PO Box 85, Wichita, Kansas 67201-0085; telephone: (800) 625-7043 or (316) 676-4556. 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-127-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Paul C. DeVore, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4142; facsimile: (316) 946-4407.

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 certain Raytheon Model 1900D airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on March 1, 1999 (64 FR 9939). The NPRM proposed to require replacing the existing passenger oxygen container and mask assembly, part number (P/N) 129-384005-3, with an improved design passenger oxygen container and mask assembly, P/N 129-384005-5. Accomplishment of the proposed replacement as specified in the NPRM would be accomplished by incorporating Puritan Bennett Kit No. 280041-00: Lanyard Retrofit Drop Out Box, which contains all the necessary parts and instructions.

The NPRM was the result of an incident where a passenger had put on the oxygen mask and the lanyard pin did not automatically pull and initiate oxygen flow during a loss of airplane pressurization while in-flight.

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.

Differences Between the Service Information and This AD

The compliance time presented in Raytheon Service Bulletin SB 35-3233, Issued: December, 1998, is "as soon as possible after receipt of this Service Bulletin, but no later than 600 hours after receipt of this Service Bulletin." The FAA concurs that the action should be accomplished as soon as possible,

but has no way of enforcing this compliance time. The FAA also assumes that what Raytheon means by "600 hours after receipt of this Service Bulletin" is 600 hours time-in-service (TIS).

In order to assure that the replacement required by this AD is accomplished within a reasonable period of time without inadvertently grounding the affected airplanes, the FAA is utilizing a compliance time of "within the next 200 hours TIS after the effective date of this AD".

Cost Impact

The FAA estimates that 300 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 4 workhours per airplane to accomplish the replacement, and that the average labor rate is approximately \$60 an hour. Parts will be provided at no cost to the owners/operators of the affected airplanes. Based on the figures presented above, the total cost impact of this AD on U.S. operators is estimated to be \$72,000, or \$240 per airplane.

Raytheon is also offering warranty credit for labor, as well as parts, provided that all paperwork is submitted to the manufacturer no later than December 31, 1999.

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

99-12-07 Raytheon Aircraft Company (Type Certificate No. A24CE formerly held by the Beech Aircraft Corporation): Amendment 39-11191; Docket No. 98-CE-127-AD.

Applicability: Model 1900D airplanes, serial numbers UE-1 through UE-338, 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 (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 as indicated in the body of this AD, unless already accomplished.

To prevent failure of the oxygen mask lanyard pin to automatically pull and initiate oxygen flow during a loss of airplane pressurization while in-flight, which could result in passenger injury if the lanyard pin is not manually pulled in a timely manner, accomplish the following:

(a) Within the next 200 hours time-in-service after the effective date of this AD, replace the passenger oxygen container and mask assembly, part number 129-384005-3 (or FAA-approved equivalent part number), with an improved design passenger oxygen container and mask assembly, part number 129-384005-5 (or FAA-approved equivalent part number). Accomplish this replacement by incorporating Puritan-Bennett Kit No. 280041-00: Lanyard Retrofit Drop Out Box, which contains all the necessary parts and instructions. This kit is referenced in Raytheon Mandatory Service Bulletin SB 35-3233, Issued: December, 1998.

(b) As of the effective date of this AD, no person may install, on any affected airplane, a passenger oxygen container and mask assembly that is not of an improved design,

part number 129-384005-5 (or FAA-approved equivalent part number).

(c) 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.

(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, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

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

(e) The replacements required by this AD shall be done in accordance with Puritan-Bennett Kit No. 280041-00: Lanyard Retrofit Drop Out Box, Revision A01, dated October 21, 1998, as referenced in Raytheon Mandatory Service Bulletin SB 35-3233, Issued: December, 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 the Raytheon Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(f) This amendment becomes effective on July 23, 1999.

Issued in Kansas City, Missouri, on June 2, 1999.

Marvin R. Nuss,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-14536 Filed 6-10-99; 8:45 am]

BILLING CODE 4910-13-P

SECURITIES AND EXCHANGE COMMISSION

17 CFR Part 240

[Release No. 34-41453A, International Series Release No. 1198A, File No. S7-4-99]

RIN 3235-AH68

Exemption of the Securities of the Kingdom of Sweden Under the Securities Exchange Act of 1934 for Purposes of Trading Futures Contracts on Those Securities; Correction

AGENCY: Securities and Exchange Commission.

ACTION: Correction to final rule.

SUMMARY: This document contains a correction to the final rule that was

published on June 2, 1999 (64 FR 29550). The regulation relates to the designation of debt obligations issued by the Kingdom of Sweden as "exempted securities" for the purpose of marketing and trading futures contracts on those securities in the United States.

EFFECTIVE DATE: June 2, 1999.

FOR FURTHER INFORMATION CONTACT: Joshua Kans, Attorney, Office of Market Supervision ("OMS"), Division of Market Regulation ("Division"), Securities and Exchange Commission, 450 Fifth Street, NW, Washington, DC 20549-1001, at 202/942-0079.

SUPPLEMENTARY INFORMATION: On May 26, 1999, the Commission issued a final rule amending Rule 3a12-8 to designate debt obligations issued by the Kingdom of Sweden as "exempted securities" for the purpose of marketing and trading futures contracts on those securities in the United States. The amendment became effective on June 2, 1999, when the **Federal Register** published the final rule.

As published, the final regulation contains an error which may prove to be misleading and is in need of clarification.

Accordingly, the publication on June 2, 1999 of the final regulation that was the subject of FR Doc. 99-13927 is corrected as follows:

PART 240—[CORRECTED]

On page 29553, in the text beginning on the second column and continuing onto the third column, the mandatory language for amendment 2 is corrected to read:

"2. Section 240.3a12-8 is amended by removing the word "or" at the end of paragraph (a)(1)(xix), removing the period at the end of paragraph (a)(1)(xx) and adding ";or" in its place, and adding paragraph (a)(1)(xix), to read as follows:"

Dated: June 7, 1999.

Margaret H. McFarland,

Deputy Secretary.

[FR Doc. 99-14866 Filed 6-10-99; 8:45 am]

BILLING CODE 8010-01-M

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 385

[Docket No. RM99-6-000; Order No. 604]

Electronic Service of Documents

Issued May 26, 1999.

AGENCY: Federal Energy Regulatory Commission.

ACTION: Final rule.

SUMMARY: The Federal Energy Regulatory Commission (Commission) is amending Rule 2010(f) (18 CFR 385.2010(f)) to permit participants to proceedings before the Commission voluntarily to serve documents on one another by electronic means. This revision is intended to give the participants more flexibility in meeting the service requirements, and to encourage participants to gain experience with electronic service. This change is an important step in the Commission's plan to convert to broad-based electronic filing.

DATES: This final rule is effective July 12, 1999.

FOR FURTHER INFORMATION CONTACT:

Brooks Carter, Office of the Chief Information Officer, Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426, (202) 501-8145;

Wilbur Miller, Office of the General Counsel, 888 First Street, NE., Washington, DC 20426, (202) 208-0953.

SUPPLEMENTARY INFORMATION: In addition to publishing the full text of this document in the **Federal Register**, the Commission provides all interested persons an opportunity to inspect or copy the contents of this document during normal business hours in the Public Reference Room at 888 First Street, NE, Room 2A, Washington, DC 20426

The Commission Issuance Posting System (CIPS) provides access to the texts of formal documents issued by the Commission from November 14, 1994, to the present. CIPS can be accessed via Internet through FERC's Home page (<http://www.ferc.fed.us>) using the CIPS Link or the Energy Information Online icon. Documents will be available on CIPS in ASCII and WordPerfect 6.1. User assistance is available at 202-208-2474 or by E-mail to cipsmaster@ferc.fed.us.

This document is also available through the Commission's Records and Information Management System