

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:

**2000-11-21 Airbus Industrie:** Amendment 39-11769. Docket 99-NM-331-AD.

**Applicability:** The following models, certificated in any category, excluding those on which Airbus Service Bulletin A320-27-1126, dated April 26, 1999 (for Model A319 and 321 series airplanes); or A320-27-1127, dated April 26, 1999, or Revision 01, dated October 6, 1999 (for Model A320 series airplanes); has been accomplished:

- Model A319 series airplanes, serial numbers (S/N) 0546 through 0972 inclusive;
- Model A320 series airplanes, S/N 0002 through 0842 inclusive, 0846 through 0859 inclusive, 0865, 0866, and 0872 through 0960 inclusive; and
- Model A321 series airplanes, S/N 0364 through 0974 inclusive.

**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 (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 failure of the servocontrol piston rod, which could result in reduced controllability of the airplane, accomplish the following:

#### Inspection

(a) At the applicable time specified by paragraph (a)(1) or (a)(2) of this AD: Perform a general visual inspection to determine the part number and serial number for the spoiler servocontrols, in accordance with Airbus Service Bulletin A320-27-1126, April 26, 1999, or Revision 01, dated October 6, 1999 (for Model A319 and A321 series airplanes); or Airbus Service Bulletin A320-27-1127, dated April 26, 1999, or Revision 01, dated October 6, 1999 (for Model A320 series airplanes); as applicable. If the part number and serial number are identified in paragraph 2.B.(1)(b) of the Accomplishment Instructions of the applicable service bulletin, prior to further flight, perform applicable corrective actions (including removal, reidentification of the servocontrol, and replacement of the servocontrol with a modified part) as specified in the applicable service bulletin.

(1) For Model A319 and A321 series airplanes: Inspect within 2 months after the effective date of this AD.

(2) For Model A320 series airplanes: Inspect within 28 months after the effective date of this AD.

**Note 2:** For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

#### Spares

(b) As of the effective date of this AD, no person shall install on any airplane a spoiler servocontrol having part number 31077-050, 31077-060, or 31077-110; and S/N 0001 to 3499, except those serial numbers excluded in paragraph 2.B.(1)(b)1 of the Accomplishment Instructions in Airbus Service Bulletin A320-27-1126, dated April 26, 1999, or Revision 01, dated October 6, 1999; unless that servocontrol has been inspected, and corrective actions have been performed, in accordance with the requirements of this AD.

#### Alternative Methods of Compliance

(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, 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.

#### Special Flight Permits

(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.

#### Incorporation by Reference

(e) The actions shall be done in accordance with Airbus Service Bulletin

A320-27-1126, including Appendices 01 and 02, dated April 26, 1999; Airbus Service Bulletin A320-27-1126, Revision 01 including Appendices 01 and 02, dated October 6, 1999; Airbus Service Bulletin A320-27-1127, including Appendices 01 and 02, dated April 26, 1999; or Airbus Service Bulletin A320-27-1127, Revision 01 including Appendices 01 and 02, dated October 6, 1999; as applicable. 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. 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 1999-362-139(B), dated September 8, 1999.

(f) This amendment becomes effective on July 18, 2000.

Issued in Renton, Washington, on June 1, 2000.

**Donald L. Riggin,**

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

[FR Doc. 00-14311 Filed 6-12-00; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-NM-128-AD; Amendment 39-11772; AD 2000-11-23]

RIN 2120-AA64

#### Airworthiness Directives; Airbus Model A300, A310, and A300-600 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to all Airbus Model A300, A310, and A300-600 series airplanes, that requires an inspection to detect damage of the electrical bonding leads in specified locations of the fuel tanks, and replacement of any damaged

electrical bonding leads with serviceable electrical bonding leads. For certain airplanes, this amendment also requires modifying the fuel pipe couplings in specified locations of the fuel tank. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent electrical arcing/discharge in the fuel tank due to damaged electrical bonding leads or inadequate electrical bonding of the fuel pipe couplings, which could result in fuel ignition and consequent uncontained rupture of the fuel tank.

**DATES:** Effective July 18, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 18, 2000.

**ADDRESSES:** The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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 Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

**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 Airbus Model A300, A310, and A300-600 series airplanes was published in the **Federal Register** on March 27, 2000 (65 FR 16151). That action proposed to require an inspection to detect damage of the electrical bonding leads in specified locations of the fuel tanks, and replacement of any damaged electrical bonding leads with serviceable electrical bonding leads. For certain airplanes, that action also proposed to require modifying the fuel pipe couplings in specified locations of the fuel tank.

#### Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response

to the proposal or the FAA's determination of the cost to the public.

#### Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

#### Cost Impact

The FAA estimates that 116 airplanes of U.S. registry will be affected by this AD.

It will take between 70 and 80 work hours per airplane to accomplish the required inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the required inspection on U.S. operators is estimated to be between \$487,200 and \$556,800, or between \$4,200 and \$4,800 per airplane.

It will take between 77 and 103 work hours per airplane to accomplish the required modification, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$104 per airplane. Based on these figures, the cost impact of the required modification on U.S. operators is estimated to be between \$547,984 and \$728,944, or between \$4,724 and \$6,284 per airplane.

The cost impact figures discussed above are 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 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, it is 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 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:

**2000-11-23 Airbus Industrie:** Amendment 39-11772. Docket 99-NM-128-AD.

*Applicability:* All Model A300, A310, and A300-600 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 (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, unless accomplished previously.

To prevent electrical arcing/discharge in the fuel tank due to damaged electrical bonding leads or inadequate electrical bonding of the fuel pipe couplings, which could result in fuel ignition and consequent uncontained rupture of the fuel tank, accomplish the following:

#### Inspection

(a) Within 36 months after the effective date of this AD, perform a one-time inspection to detect damage (i.e., breakage, fraying, abrasion damage, looseness of the outer metal braid protection in the end crimp, looseness of the outer metal braid protection on the bonding lead inner core, corrosion, or missing leads) of the electrical bonding leads in specified locations of the fuel tanks, in accordance with the Accomplishment Instructions of Airbus Service Bulletins A300-28-0072, Revision 01, dated October 01, 1998, including Appendix 1, dated October 01, 1998, and Appendix 2, dated February 20, 1998 (for

Model A300 series airplanes); A310-28-2128, Revision 01, dated October 01, 1998, including Appendix 1, dated October 01, 1998, and Appendix 2, dated February 20, 1998 (for Model A310 series airplanes); or A300-28-6057, Revision 01, dated October 01, 1998, including Appendix 1, dated October 01, 1998, and Appendix 2, dated February 20, 1998 (for Model A300-600 series airplanes); as applicable.

**Note 2:** Inspection of the area specified in paragraph (a) of this AD accomplished prior to the effective date of this AD in accordance with Airbus Service Bulletins A300-28-0072, A310-28-2128, or A300-28-6057; all dated February 20, 1998; as applicable; is considered acceptable for compliance with the requirements of paragraph (a) of this AD.

**Replacement**

(b) If any electrical bonding lead is damaged, prior to further flight, replace the bonding lead with a serviceable bonding lead in accordance with the applicable service bulletin specified in paragraph (a) of this AD.

**Modification**

(c) For airplanes on which Airbus Industrie Modification 11847 (for Model A310 series

airplanes) or 11848 (for Model A300/A300-600 series airplanes) has not been accomplished, within 36 months after the effective date of this AD, modify the fuel pipe couplings in the specified locations of the fuel tank in accordance with the Accomplishment Instructions of Airbus Service Bulletins A300-28-0073, Revision 01, dated October 01, 1998 (for Model A300 series airplanes); A310-28-2130, Revision 01, dated October 01, 1998 (for Model A310 series airplanes); or A300-28-6058, Revision 01, dated October 01, 1998 (for Model A300-600 series airplanes); as applicable.

**Note 3:** Modification of the fuel pipe couplings accomplished prior to the effective date of this AD in accordance with Airbus Service Bulletins A300-28-0073, A310-28-2130, or A300-28-6058; all dated February 20, 1998; as applicable; is considered acceptable for compliance with the requirements of paragraph (c) of this AD.

**Alternative Methods of Compliance**

(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 4:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

**Special Flight Permits**

(e) 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**

(f) The actions shall be done in accordance with the following Airbus service bulletins, as applicable:

Service bulletin No.	Page No.	Revision level shown on page	Date shown on page
A300-28-0072, Revision 01, October 01, 1998 .....	1-14 .....	01 .....	Oct. 01, 1998.
<b>Appendix 1</b>			
	1-21, 23-25, 27, 29-36, 38-84, 88-95, 97-166 ....	Original .....	Feb. 20, 1998.
	22, 26, 28, 37, 85-87, 96 .....	01 .....	Oct. 01, 1998.
<b>Appendix 2</b>			
	1-54 .....	Original .....	Feb. 20, 1998.
A310-28-2128, Revision 01, October 01, 1998 .....	1-14 .....	01 .....	Oct. 01, 1998.
<b>Appendix 1</b>			
	1-30, 32-83, 85-87, 89-95, 97-221, 223-226 .....	Original .....	Feb. 20, 1998.
	31, 84, 88, 96, 222 .....	01 .....	Oct. 01, 1998.
<b>Appendix 2</b>			
	1-56 .....	Original .....	Feb. 20, 1998
A300-28-6057, Revision 01, October 01, 1998	1-14 .....	01 .....	Oct. 01, 1998.
<b>Appendix 1</b>			
	1-18, 21-25, 27-29, 31, 33, 34, 36, 38, 40, 42, 44-78, 81-85, 87-89, 91, 93, 94, 96, 98-100, 102, 104-229, 231-234.	Original .....	Feb. 20, 1998.
	19, 20, 26, 30, 32, 35, 37, 39, 41, 43, 79, 80, 86, 90, 92, 95, 97, 101, 103, 230.	01 .....	Oct. 01, 1998.
<b>Appendix 2</b>			
	1-54 .....	Original .....	Feb. 20, 1998.
A300-28-0073, Revision 01, October 01, 1998 .....	1-67 .....	01 .....	Oct. 01, 1998.
A310-28-2130, Revision 01, October 01, 1998 .....	1-91 .....	01 .....	Oct. 01, 1998.
A300-28-6058, Revision 01, October 01, 1998 .....	1-67 .....	01 .....	Oct. 01, 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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France.

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 5:** The subject of this AD is addressed in French airworthiness directive 98-174-248(B), dated April 22, 1998.

(g) This amendment becomes effective on July 18, 2000.

Issued in Renton, Washington, on June 2, 2000.

**Donald L. Riggan,**

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

[FR Doc. 00-14437 Filed 6-12-00; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-NM-208-AD; Amendment 39-11777; AD 2000-11-28]

RIN 2120-AA64

#### **Airworthiness Directives; Boeing Model 747-400 and 767-200 and -300 Series Airplanes Powered by Pratt & Whitney Model PW4000 Series Engines**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 747-400 and 767-200 and -300 series airplanes, that requires repetitive inspections to detect damage and wear of the auxiliary track assembly of the thrust reverser, and corrective actions, if necessary. This amendment also requires eventual repair of the auxiliary track assembly, or replacement of the slider and liner or the entire assembly, with new, improved parts, which, when accomplished, would terminate the repetitive inspections. This amendment is prompted by reports of damage and wear to the auxiliary track assembly. The actions specified by this AD are intended to prevent a slider disengaging from the auxiliary track assembly, which could lead to separation of a portion of the thrust reverser from the airplane during flight, possible impact of separated portions on airplane structure, and consequent possible rapid decompression of the airplane, reduced controllability of the airplane, or reduced structural integrity of the fuselage.

**DATES:** Effective July 18, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director

of the Federal Register as of July 18, 2000.

**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 Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 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:** Sulmo Mariano, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2686; 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 certain Boeing Model 747-400 and 767-200 and -300 series airplanes was published in the **Federal Register** on October 19, 1999 (64 FR 56276). That action proposed to require repetitive inspections to detect damage and wear of the auxiliary track assembly of the thrust reverser, and corrective actions, if necessary. That action also proposed to require eventual replacement of the liner and slider, or the entire assembly, with new, improved parts, which, when accomplished, would terminate the repetitive inspections.

#### **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.

One commenter supports the proposed rule.

#### **Request To Revise Certain Requirements in the Proposed AD**

Several commenters indicate that they disagree with the proposed replacement of the auxiliary track beam assembly, including installation of a new slider and liner, regardless of the amount of wear and/or damage to the track beam. The commenters request that repair of the track beam be allowed when the damage is within the allowable limits specified in the referenced service information. One commenter states that replacement of the track beam fitting is required only when the wear or damage is beyond repairable limits, as specified in Boeing Service Bulletin 747-

78A2164, Revision 2, and Boeing Service Bulletin 767-78A0079, Revision 2. The commenter notes that replacement of the track beam fitting in and of itself does nothing to address the root cause of the excessive wear; however, the new design slider fitting and track liner do address and correct the root cause. A second commenter states that the service bulletins specify replacement of the track beam assembly if the track beam has any discrepancy AND the measurement of the gap is greater than 0.45 inch. If the track beam has any discrepancy and the gap measurement is less than 0.45 inch, only the slider and liner should be replaced. Another commenter states that replacement of the track beam assembly is necessary only when damage cannot be repaired by means of replacement of the liner, slider, and/or retainer bar.

The FAA concurs with the commenters' requests. The FAA has coordinated this issue with the manufacturer, and has determined that if the damage to the track beam assembly is not beyond the repairable limits specified in the referenced service bulletins, a repair that involves replacement of the slider and liner and installation of a retainer bar, in lieu of replacement of the track beam assembly, is acceptable. Therefore, paragraphs (a) and (c) of this AD have been revised to specify measuring the auxiliary track beam dimensions in accordance with the Accomplishment Instructions of the referenced service bulletins, and to allow repair if the measurement is within the allowable limits.

#### **Request To Revise Cost Impact Information**

One commenter states that the total number of U.S.-registered Model 747-400 series airplanes affected by the proposed AD should be higher than the 12 airplanes shown in the cost impact section. The commenter indicates that it has 10 affected airplanes in its fleet and assumes that other operators also have Model 747-400 series airplanes that are affected by the proposal.

The FAA concurs. The referenced service bulletin specifies a total of 36 Model 747-400 series airplanes of U.S.-registry that are powered by Pratt & Whitney PW4000 series engines. In light of this information, the FAA has revised the cost impact information, below, to specify that 36 Model 747-400 series airplanes of U.S. registry will be affected by this AD.

#### **Request for Credit for Previously Accomplished Work**

One commenter requests credit for prior accomplishment of work done in