

in Appendix I, Section I25.2(b) shall be expanded to include the following:

a. When conducting an approach for landing using ATTCS, the critical time interval is defined as follows:

(1) The critical time interval *begins* at a point on a 2.5 degree approach glide path from which, assuming a simultaneous engine and ATTCS failure, the resulting approach climb flight path intersects a flight path originating at a later point on the same approach path corresponding to the part 25 one-engine-inoperative approach climb gradient. The period of time from the point of simultaneous engine and ATTCS failure to the intersection of these flight paths must be no shorter than the time interval used in evaluating

the critical time interval for takeoff beginning from the point of simultaneous engine and ATTCS failure and ending upon reaching a height of 400 feet.

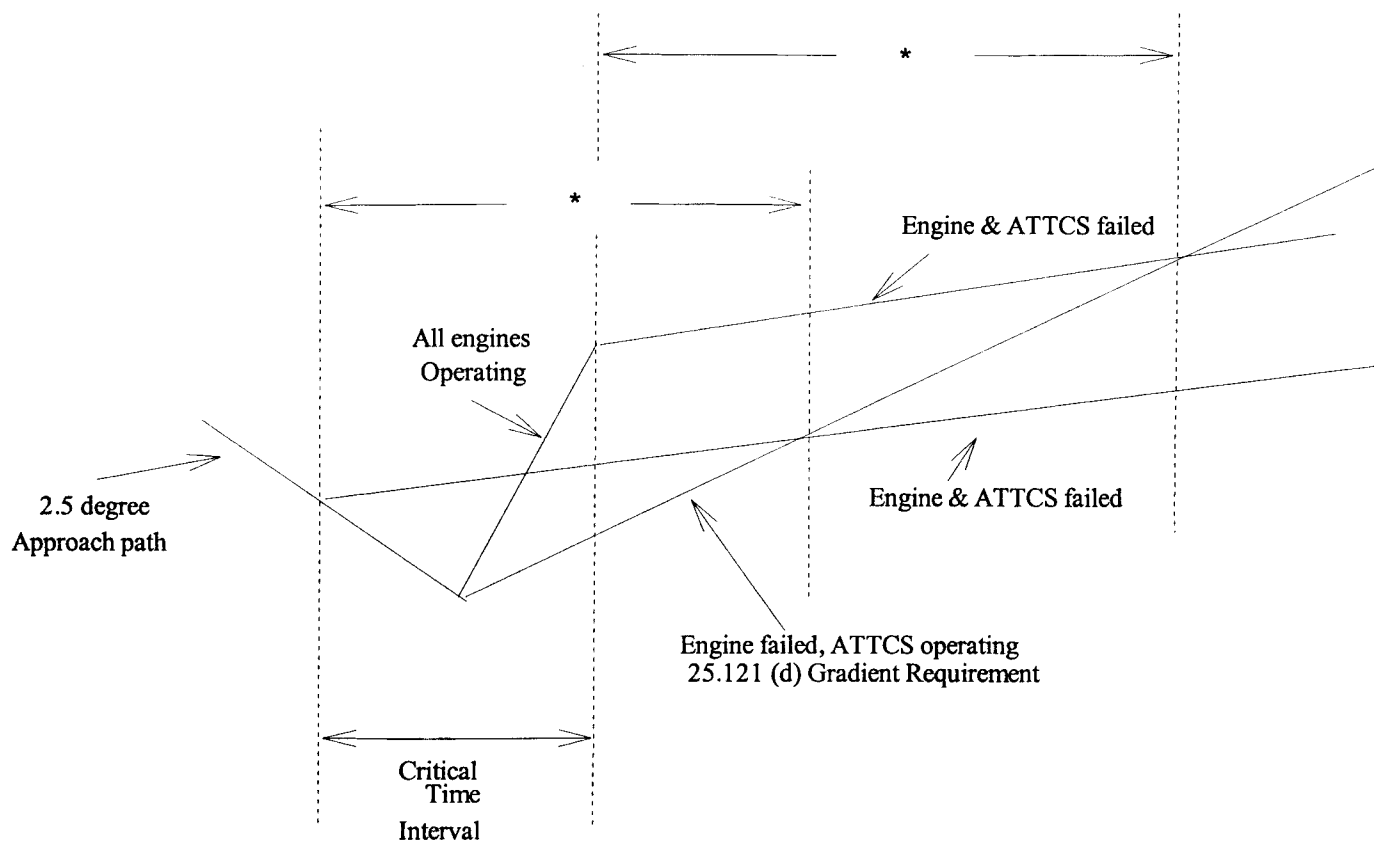
(2) The critical time interval *ends* at the point on a minimum performance, all-engines-operating go-around flight path from which, assuming a simultaneous engine and ATTCS failure, the resulting minimum approach climb flight path intersects a flight path corresponding to the part 25 minimum one-engine-inoperative approach climb gradient. The all-engines-operating go-around flight path and the part 25 one-engine-inoperative approach climb gradient flight path originate from a common point on a 2.5

degree approach path. The period of time from the point of simultaneous engine and ATTCS failure to the intersection of these flight paths must be no shorter than the time interval used in evaluating the critical time interval for the takeoff beginning from the point of simultaneous engine and ATTCS failure and ending upon reaching a height of 400 feet.

b. The critical time interval must be determined at the altitude resulting in the longest critical time interval for which one-engine-inoperative approach climb performance data are presented in the Airplane Flight Manual.

c. The critical time interval is illustrated in the following figure:

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\* The engine and ATTCS failed time interval must be no shorter than the time interval from the point of simultaneous engine and ATTCS failure to a height of 400 feet used to comply with I25.2(b) for ATTCS use during takeoff.

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Issued in Renton, Washington, on November 30, 1999.

Vi L. Lipski,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service, ANM-100.

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-NM-303-AD; Amendment 39-11458; AD 99-25-15]

RIN 2120-AA64

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

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to certain Airbus Model A300, A310, A300–600 series airplanes, that currently requires a one-time operational test and repetitive functional tests of the free fall control mechanism of the landing gear to ensure proper release of the main landing gear (MLG), and corrective action, if necessary. It also requires eventual modification of the free fall control mechanism of the landing gear, which constitutes terminating action for the repetitive functional tests. This amendment requires, for certain airplanes, that the modification of the free fall control mechanism of the landing gear be accomplished in accordance with a corrected version of the manufacturer's service bulletin. 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 malfunction of the free fall control mechanism of the landing gear, which could result in the inability to extend the MLG in the event of failure of the hydraulic extension system.

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

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the **Federal Register** as of August 12, 1998 (63 FR 36832, July 8, 1998).

The incorporation by reference of certain other publications listed in the regulations is approved by the Director of the **Federal Register** as of January 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, 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) by superseding AD 98–14–13,

amendment 39–10646 (63 FR 36832, July 8, 1998), which is applicable to certain Airbus Model A300, A310, A300–600 series airplanes, was published in the **Federal Register** on October 5, 1999 (64 FR 53953). The action proposed to continue to require a one-time operational test and repetitive functional tests of the free fall control mechanism of the landing gear to ensure proper release of the main landing gear (MLG), and corrective action, if necessary. The action also proposed to continue to require eventual modification of the free fall control mechanism of the landing gear, which constitutes terminating action for the repetitive functional tests. Additionally, the action proposed, for certain airplanes, that the modification be accomplished in accordance with a corrected version of the manufacturer's service bulletin.

**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 24 Model A300 series airplanes, 41 Model A310 series airplanes, and 61 Model A300–600 series airplanes of U.S. registry will be affected by this AD.

It will take approximately 3 work hours per airplane to accomplish the currently required operational test, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required operational test on U.S. operators is estimated to be \$22,680, or \$180 per airplane.

It will take approximately 2 work hours per airplane to accomplish the currently required functional test, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required functional test on U.S. operators is estimated to be \$15,120, or \$120 per airplane, per test cycle.

It will take approximately 26 work hours per airplane to accomplish the currently required modification on Model A300 and A300–600 series airplanes, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$2,630 per airplane.

Based on these figures, the cost impact of the currently required actions

on U.S. operators of Model A300 or A300–600 series airplanes is estimated to be \$356,150, or \$4,190 per airplane.

It will take approximately 28 work hours per airplane to accomplish the modification on Model A310 series airplanes, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$3,710 per airplane. Based on these figures, the cost impact of the currently required actions on U.S. operators of Model A310 series airplanes is estimated to be \$220,990, or \$5,390 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 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 removing amendment 39–10646 (63 FR 36832, July 8, 1998), and by adding a new airworthiness directive (AD), amendment 39–11458, to read as follows:

99–25–15 Airbus Industrie: Amendment 39–11458. Docket 98–NM–303–AD. Supersedes AD 98–14–13, Amendment 39–10646.

**Applicability:** Model A300, A300–600, and A310 series airplanes, certificated in any category, as identified below:

- Model A300 and A300–600 series airplanes on which Airbus Modification 02781 has been accomplished and on which neither Airbus Modification 03433 nor 04443 has been accomplished;
- Model A310 series airplanes on which Airbus Modification 02781 has been accomplished and on which Airbus Modification 03433 has not been accomplished; and
- Model A310 series airplanes on which Airbus Service Bulletin A310–32–2111, dated March 10, 1997, or Revision 01, dated October 10, 1997, has been accomplished.

**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 (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, unless accomplished previously.

To prevent malfunction of the free fall control mechanism of the landing gear, which could result in the inability to extend the main landing gear (MLG) in the event of failure of the hydraulic extension system, accomplish the following:

**Restatement of Actions Required by AD 98–14–13, Amendment 39–10646**

(a) Within 600 flight hours after August 12, 1998 (the effective date of AD 98–14–13, amendment 39–10646), perform a one-time operational test of the free fall control mechanism of the landing gear to ensure proper release of the MLG for extension by free fall, in accordance with Airbus Industrie All Operator Telex (AOT) 32–14, dated February 3, 1997, or Revision 01, dated March 13, 1997. If any discrepancy is detected in the functioning of the free fall

control mechanism of the landing gear, prior to further flight, readjust the mechanism and repeat the operational test in accordance with the AOT. If any discrepancy is detected in the second operational test, prior to further flight, rerig the free fall control mechanism in accordance with the AOT, and accomplish the actions required by paragraph (b) of this AD.

(b) Within 10 months after August 12, 1998, perform a functional test of the free fall control mechanism of the landing gear to ensure proper release of the MLG for extension by free fall, in accordance with Airbus Industrie AOT 32–14, dated February 3, 1997, or Revision 01, dated March 13, 1997. Thereafter, repeat the functional test of the free fall control mechanism of the landing gear at intervals not to exceed 12 months, until the modification required by paragraph (c) or (d) of this AD has been accomplished. During any test performed in accordance with paragraph (b) of this AD, if the free fall control mechanism of the landing gear fails to fully extend the MLG, prior to further flight, readjust or rerig the mechanism in accordance with the AOT.

(c) For Model A300 and A300–600 series airplanes: Within 66 months after August 12, 1998, modify the free fall control mechanism of the landing gear in accordance with Airbus Industrie Service Bulletin A300–32–0425, Revision 02 (for Model A300 series airplanes); or A300–32–6072, Revision 02 (for Model A300–600 series airplanes); each dated June 23, 1998; as applicable. Accomplishment of the modification constitutes terminating action for the repetitive functional tests required by paragraph (b) of this AD.

**Note 2:** Modifications accomplished in accordance with Airbus Industrie Service Bulletin A300–32–0425, Revision 01 (for Model A300 series airplanes); or A300–32–6072, Revision 01 (for Model A300–600 series airplanes); each dated October 10, 1997; are acceptable for compliance with the requirements of paragraph (c) of this AD.

**New Actions Required by This AD**

(d) For Model A310 series airplanes: Within 66 months after August 12, 1998, modify the free fall control mechanism of the landing gear in accordance with Airbus Industrie Service Bulletin A310–32–2111, Revision 02, dated June 23, 1998. Accomplishment of the modification constitutes terminating action for the repetitive functional tests required by paragraph (b) of this AD.

**Note 3:** For Airbus Model A310 series airplanes, only a modification accomplished in accordance with Airbus Industrie Service Bulletin A310–32–2111, Revision 02, dated June 23, 1998, is acceptable for compliance with the requirements of paragraph (d) of this AD.

**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, 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**

(f) 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**

(g) The actions shall be done in accordance with Airbus Industrie All Operator Telex 32–14, dated February 3, 1997; Airbus Industrie All Operator Telex 32–14, Revision 01, dated March 13, 1997; Airbus Industrie Service Bulletin A300–32–0425, Revision 02, dated June 23, 1998; Airbus Industrie Service Bulletin A300–32–6072, Revision 02, dated June 23, 1998; or Airbus Industrie Service Bulletin A310–32–2111, Revision 02, dated June 23, 1998; as applicable.

(1) The incorporation by reference of Airbus Industrie Service Bulletin A300–32–0425, Revision 02, dated June 23, 1998; Airbus Industrie Service Bulletin A300–32–6072, Revision 02, dated June 23, 1998; and Airbus Industrie Service Bulletin A310–32–2111, Revision 02, dated June 23, 1998, are approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation of reference of Airbus Industrie All Operator Telex 32–14, dated February 3, 1997; Airbus Industrie All Operator Telex 32–14, Revision 01, dated March 13, 1997, were approved previously by the Director of the Federal Register as of August 12, 1998 (63 FR 36832, July 8, 1998).

(3) 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 97–113–221(B) R2, dated August 12, 1998.

(h) This amendment becomes effective on January 18, 2000.

Issued in Renton, Washington, on December 3, 1999.

**D.L. Riggan,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 99–31879 Filed 12–10–99; 8:45 am]

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