

Bulletin SB.11-137-30405A, dated March 26, 1998; as applicable.

(1) The incorporation by reference of British Aerospace Service Bulletin SB.11-137-30405A, dated March 26, 1998, is 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 by reference of British Aerospace Service Bulletin SB.11-97-01285A, Revision 1, dated April 3, 1992, was approved previously by the Director of the Federal Register as of December 17, 1992 (57 FR 53548, November 12, 1992).

(3) The incorporation by reference of Airplane Flight Manual Temporary Revision 32, Issue No. 2 (Document BAe 3.3), dated July 1996; Airplane Flight Manual Temporary Revision 44, Issue No. 2 (Document BAe 3.6), dated July 1996; and Airplane Flight Manual Temporary Revision 25, Issue No. 2 (Document BAe 3.11), dated July 1996; was approved previously by the Director of the Federal Register as of July 22, 1996 (61 FR 37199, July 17, 1996).

(4) Copies may be obtained from British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171. 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 British airworthiness directives 004-03-98 and 003-06-96, Revision 1.

(j) This amendment becomes effective on April 24, 2000.

Issued in Renton, Washington, on March 8, 2000.

Franklin Tiangsing,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-211-AD; Amendment 39-11628; AD 2000-05-18]

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 certain Airbus Model A300, A310, and A300-600 series airplanes, that requires repetitive eddy current inspections to detect cracking on the door edge frames of the fuselage

bulk cargo compartment, and repair, if necessary. 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 detect and correct cracks in the door edge frames of the fuselage bulk cargo compartment, which could result in reduced structural integrity of the airframe.

DATES: Effective April 24, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the **Federal Register** as of April 24, 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 certain Airbus Model A300, A310, and A300-600 series airplanes was published in the **Federal Register** on January 4, 2000 (65 FR 254). That action proposed to require repetitive eddy current inspections to detect cracking on the door edge frames of the fuselage bulk cargo compartment, and repair, if necessary.

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.

Explanation of Changes Made to the Final Rule

Since the issuance of the proposed rule, the FAA has reviewed and approved Revision 01 of Airbus Service Bulletins A310-53-2106, including Appendix 01; and A300-53-6114, including Appendix 01; both dated July 28, 1998. These revisions are essentially identical to the original issues, which

were cited in the proposed AD as the appropriate source of service information for accomplishment of the specified actions. This final rule has been revised to include these revisions as additional sources of service information.

Conclusion

After careful review of the available data, 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.

Interim Action

This is considered to be interim action. The inspection reports that are required by this AD will enable the manufacturer to obtain better insight into the nature, cause, and extent of the cracking, and eventually to develop final action to address the unsafe condition. Once final action has been identified, the FAA may consider further rulemaking.

Cost Impact

The FAA estimates that 126 airplanes of U.S. registry will be affected by this AD, that it will take approximately 2 work hours per airplane to accomplish the required inspection, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$15,120, or \$120 per airplane, per inspection cycle.

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 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:

2000-05-18 Airbus Industrie: Amendment 39-11628. Docket 98-NM-211-AD.

Applicability: Model A300 series airplanes on which Airbus Modification 2140 (reference Airbus Service Bulletin A300-53-109) has been accomplished; and Model A310 and A300-600 series airplanes, except those airplanes on which Airbus Modification 5438 was accomplished during production; certificated in any category.

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 (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 detect and correct cracks in the door edge frames of the bulk cargo compartment, which could result in reduced structural integrity of the airframe, accomplish the following:

Repetitive Inspections

(a) Perform an eddy current inspection to detect cracking in the inner and outer flanges

on the door edge frames of the fuselage bulk cargo compartment, in accordance with Airbus Service Bulletins A300-53-0339, Revision 01, including Appendix 01, dated July 28, 1998 (for Model A300 series airplanes); A310-53-2106, including Appendix 01, dated October 2, 1997; or A310-53-2106, Revision 01, including Appendix 01, dated July 28, 1998 (for Model A310 series airplanes); A300-53-6114, including Appendix 01, dated October 2, 1997; or A300-53-6114, Revision 01, including Appendix 01, dated July 28, 1998 (for Model A300-600 series airplanes); as applicable; at the applicable time specified in paragraph (a)(1) or (a)(2) of this AD. Thereafter, repeat the inspection at intervals not to exceed 5 years.

(1) For airplanes with less than 15 years since date of manufacture as of the effective date of this AD: Inspect within 10 years since date of manufacture, or within 12 months after the effective date of this AD, whichever occurs later.

(2) For airplanes with 15 or more years since date of manufacture as of the effective date of this AD: Inspect within 6 months after the effective date of this AD.

Note 2: For Model A300 series airplanes, accomplishment of an eddy current inspection prior to the effective date of this AD in accordance with Airbus Service Bulletin A300-53-0339, dated October 2, 1997, is considered acceptable for compliance with the initial eddy current inspection required by paragraph (a) of this AD.

Corrective Actions

(b) If any crack is detected during any inspection required by paragraph (a) of this AD, prior to further flight, repair the door edge frame in accordance with Airbus Service Bulletins A300-53-0339, Revision 01, including Appendix 01, dated July 28, 1998 (for Model A300 series airplanes); 310-53-2106, including Appendix 01, dated October 2, 1997; or A310-53-2106, Revision 01, including Appendix 01, dated July 28, 1998, (for Model A310 series airplanes); A300-53-6114, including Appendix 01, dated October 2, 1997; or A300-53-6114, Revision 01, including Appendix 01, dated July 28, 1998 (for Model A300-600 series airplanes); as applicable. Complete replacement of a door edge frame with a new door frame in accordance with the service bulletin constitutes terminating action for the repetitive inspections required by this AD for that door frame only.

Report Requirements

(c) Submit a report of the inspection results (both positive and negative findings) to Airbus Industrie, Customer Services Directorate, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, at the applicable time specified in paragraph (e)(1) or (e)(2) of this AD. 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.

(1) For airplanes on which any inspection is accomplished after the effective date of

this AD: Submit the report within 30 days after performing any inspection required by paragraph (a) or (b) of this AD.

(2) For airplanes on which the inspection has been accomplished prior to the effective date of this AD: Submit the report within 10 days after the effective date 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 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

(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 Airbus Service Bulletin A300-53-0339, Revision 01, including Appendix 01, dated July 28, 1998; Airbus Service Bulletin A310-53-2106, including Appendix 01, dated October 2, 1997; Airbus Service Bulletin A310-53-2106, Revision 01, including Appendix 01, dated July 28, 1998; Airbus Service Bulletin A300-53-6114, including Appendix 01, dated October 2, 1997; or Airbus Service Bulletin A300-53-6114, Revision 01, including Appendix 01, dated July 28, 1998; 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 98-123-245(B), dated March 11, 1998.

(g) This amendment becomes effective on April 24, 2000.

Issued in Renton, Washington, on March 8, 2000.

Donald L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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