Bulletin A330–32–3091, dated November 19, 1998, is an acceptable method of compliance for the replacement requirements of paragraph (e)(1) of this AD.

Note 6: Modification of the functional software of the BSCU accomplished prior to the effective date of this AD in accordance with Airbus Service Bulletin A330–32–3092, dated December 18, 1998; or Revision 01, dated February 24, 1999; is an acceptable method of compliance for the software modification requirements of paragraph (e)(1) of this AD.

(2) For Model A340 series airplanes: Replace the controllers in accordance with Airbus Service Bulletin A340–32–4128, Revision 01, dated December 2, 1998, or modify the functional software of the BSCU in accordance with Airbus Service Bulletin A340–32–4131, Revision 01, dated June 10, 1999.

Note 7: Replacement of nose wheel steering handwheel controllers with new controllers accomplished prior to the effective date of this AD in accordance with Airbus Service Bulletin A340–32–4128, dated November 19, 1998, is an acceptable method of compliance for the replacement requirements of paragraph (e)(2) of this AD.

Note 8: Modification of the functional software of the BSCU accomplished prior to the effective date of this AD in accordance with Airbus Service Bulletin A340–32–4131, dated February 24, 1999, is an acceptable method of compliance for the software modification requirements of paragraph (e)(2) of this AD.

Replacement of Placards on Mechanically-Operated Nose Landing Gear Doors

(f) Within 20 days after the effective date of this AD, replace the placards on the left- and right-hand sides of the aft mechanically-operated nose landing gear doors with new placards, as specified in either paragraph (f)(1) or (f)(2) of this AD, as applicable.

(1) For Model A330 series airplanes: Replace placards in accordance with Airbus Service Bulletin A330–32–3089, dated November 2, 1998.

(2) For Model A340 series airplanes: Replace placards in accordance with Airbus Service Bulletin A340–32–4126, dated November 2, 1998.

Installation of a Software Program

(g) Within 20 days after the effective date of this AD, accomplish either paragraph (g)(1) or (g)(2) of this AD, as applicable.

(1) For Model A330–200 series airplanes: Install a software program that automatically records all nose wheel steering angle exceedance above 63 degrees into the Aircraft Condition Monitoring System (ACMS) [i.e., modify the new setup database software by adding the existing operator customized version; and upload the setup database software to the data management unit (DMU)] in accordance with Airbus Service Bulletin A330–31–3033, dated September 13, 1999.

(2) For Model A330–300 and Model A340 series airplanes: Install a software program that automatically records all nose wheel steering angle exceedance above 67 degrees into the ACMS (i.e. modify the new setup database software by adding the existing operator customized version; and upload the setup database software to the DMU) in accordance with Airbus Service Bulletin A330–31–3033, dated September 13, 1999 (for Model A330–300 series airplanes), or Airbus Service Bulletin A340–31–4047, dated September 13, 1999 (for Model A340 series airplanes); as applicable.

Incorporation of Ground and Crew Operating Procedures

(h) Within 20 days after the effective date of this AD, revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) by inserting the procedures to incorporate ground operating procedures to limit the nose wheel steering angle for pushback and towing and to limit nose wheel steering for powered turns, in accordance with Flight Operations TELEX (FOT) 999.0099/98, Revision 5, dated May 21, 1999.

Corrective Actions for Exceedance of Nose Wheel Steering Angle

(i) For Model A330–200 series airplanes: If after 20 days from the effective date of this AD, a 63-degree hand wheel steering is exceeded, a 63 degrees is recorded on the ACMS, or a 60-degree steering is exceeded during towing or pushback, within 4 landings after each occurrence, accomplish the actions required by paragraph (a) of this AD.

(j) For Model A330–300 and Model A340 series airplanes: If after 20 days from the effective date of this AD, a 65-degree hand wheel steering is exceeded, a 67 degrees is recorded on the ACMS, or a 60-degree steering is exceeded during towing or pushback; within 4 landings after each occurrence, accomplish paragraph (j)(1) and (j)(2) of this AD, as applicable.

(1) Accomplish the actions required by paragraph (a) of this AD.

(2) For airplanes on which Airbus Modification 46804 has been accomplished: Reinstall a positive stop and re-rig the tiller as specified in either paragraph (j)(2)(i) or (j)(2)(ii) of this AD, as applicable.

(i) For Model A330–300 series airplanes: Reinstall a stop and re-rig in accordance with Airbus Service Bulletin A330–32–3091, Revision 01, dated December 2, 1998.

(ii) For Model A340 series airplanes: Reinstall a stop and re-rig in accordance with Airbus Service Bulletin A340–32–4128, Revision 01, dated December 2, 1998.

Alternative Methods of Compliance

(k) 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. 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 9: 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

(l) 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.

Note 10: The subject of this AD is addressed in French airworthiness directives 1998–475–103(B)R1; 1998–473–083(B)R1; and 1999–160–096(B); all dated April 21, 1999.

Issued in Renton, Washington, on January 5, 2000.

Donald L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00–600 Filed 1–11–00; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99–NM–372–AD]

RIN 2120–AA64

Airworthiness Directives; Raytheon (Beech) Model 400A and 400T Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Raytheon (Beech) Model 400A and 400T series airplanes. This proposal would require replacement of temperature switch assemblies of the wing ice protection system with new, improved parts. This proposal is prompted by reports of electrical continuity problems with solder joints on the temperature switches of the wing ice protection system. The actions specified by the proposed AD are intended to prevent detachment or breakage of wires in the temperature switch assemblies of the wing ice protection system. Such detachment or breakage of wires could result in the flightcrew not being advised of an over-temperature situation on the leading edge of the wing, which could result in structural damage to the wing.

DATES: Comments must be received by February 28, 2000.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 99–NM–372–AD, 1601 Lind Avenue, SW.,

Renton, Washington 98055–4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Raytheon Aircraft Company, Manager Service Engineering, Beechjet/Premier Technical Support Department, P.O. Box 85, Wichita, Kansas 67201–0085. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas.

FOR FURTHER INFORMATION CONTACT: Philip Petty, Aerospace Engineer, Systems and Propulsion Branch, ACE–116W, FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946–4139; fax (316) 946–4407.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall 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, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 99–NM–372–AD.'' The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 99–NM–372–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

The FAA has received a report indicating that a technician on the production line for Raytheon (Beech) Model 400A and 400T series airplanes found electrical continuity problems with solder joints on temperature switches of the wing ice protection system. Those electrical continuity problems have been attributed to the use of solder that melts at a temperature at or below that encountered during normal operating conditions in the area of the wing where the temperature switches are installed. Subsequent to the discovery of the electrical continuity problem, the manufacturer implemented a production change to correct the problem. However, broken wire strands at the connection of the lead wire to the temperature switch terminals were found on temperature switch assemblies incorporating the production change. Either condition (i.e., detachment or breakage of wires in the temperature switch assemblies of the wing ice protection system), if not corrected, could result in the flightcrew not being advised of an over-temperature condition on the leading edge of the wing, which could result in structural damage to the wing.

Explanation of Relevant Service Information

The FAA has reviewed and approved Raytheon Service Bulletin 30–3008, Revision 1, dated August 1999, which describes procedures for replacement of temperature switch assemblies of the wing ice protection system with new, improved assemblies. The new assemblies use high temperature wire and incorporate improved connection of the lead wires to the temperature switch terminals. Accomplishment of the action specified in the service bulletin is intended to adequately address the identified unsafe condition.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require accomplishment of the actions specified in the service bulletin described previously.

Cost Impact

There are approximately 404 airplanes of the affected design in the worldwide fleet. The FAA estimates that 366 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 30 work hours per airplane to accomplish the proposed replacement, and that the average labor rate is $60 per work hour. Required parts would be provided by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be $658,800, or $1,800 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed 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 proposed herein would 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 proposal would not have federalism implications under Executive Order 13132.

For the reasons discussed above, I certify that this proposed regulation (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 draft regulatory 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, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

Raytheon Aircraft Company (Formerly Beech): Docket 99–NM–372–AD.

Applicability: Model 400A series airplanes, having serial numbers RK–01 through RK–188 inclusive; Model 400T (T–1A) series airplanes, having serial numbers TT–01 through TT–180 inclusive; and Model 400T (TX) series airplanes, having serial numbers TX–01 through TX–09 inclusive; 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 (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 detachment or breakage of wires in the temperature switch assemblies of the wing ice protection system, which could result in the flightcrew not being advised of an over-temperature situation on the leading edge of the wing, and consequent structural damage to the wing, accomplish the following:

Replacement

(a) At the next scheduled inspection, but no later than 200 flight hours after the effective date of this AD, replace temperature switch assemblies of the wing ice protection system with new, improved temperature switch assemblies, in accordance with Raytheon Service Bulletin 30–3008, Revision 1, dated August 1999.

Note 2: Replacements accomplished prior to the effective date of this AD in accordance with Raytheon Service Bulletin 30–3008, dated March 1999, are considered acceptable for compliance with the applicable action specified in this AD.

Spares

(b) As of the effective date of this AD, no person shall install, on any airplane, a temperature switch assembly having a part number listed in the ''Old Part Number'' column of the table in 2.D. of Raytheon Service Bulletin 30–3008, Revision 1, dated August 1999.

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, Wichita Aircraft Certification Office (ACO), FAA, Small 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, Wichita ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

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.

Issued in Renton, Washington, on January 5, 2000.

Donald L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00–599 Filed 1–11–00; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99–SW–28–AD]

Airworthiness Directives; Agusta Model A109C and A109K2 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the supersedure of an existing airworthiness directive (AD) applicable to Agusta Model A109C and A109K2 helicopters. That AD currently requires removing the main rotor pitch control link assemblies, measuring the radial play of each upper and lower spherical rod-end bearing (bearing), and replacing any unairworthy bearing. This action would require replacing the pitch control link assembly with an assembly that has increased durability and wear resistance. This proposal is prompted by reports of increased helicopter vibration caused by wear of bearings on certain pitch control link assemblies. The actions specified by the proposed AD are intended to eliminate the need for recurring bearing inspections and to prevent failure of a bearing, increased helicopter vibration, and subsequent reduced controllability of the helicopter.

DATES: Comments must be received on or before March 13, 2000.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 99–SW–28–AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Agusta, 21017 Cascina Costa di Samarate (VA), Via Giovanni Agusta 520, telephone (0331) 229111, fax (0331) 229605–222595. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.

FOR FURTHER INFORMATION CONTACT: Shep Blackman, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222–5296, fax (817) 222–5961.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed 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, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received. Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket No. 99–SW–28–AD.'' The