

Actions	Compliance times	Procedures
(1) Inspect the elevator and rudder control clevis for abnormal wear. Measure clevis thickness. The thickness at the bent section should be at least 0.043 inch (in)/1.1 millimeter (mm).	Within the next 100 hours time-in-service (TIS) after December 29, 2000 (the effective date of this AD), and thereafter at intervals not to exceed 600 hours TIS.	Do this inspection in accordance with the AC-COMPLISHMENT INSTRUCTIONS of Socata Mandatory Service Bulletin SB 155-27, dated April 2000.
(2) If, during inspection, the elevator or rudder control clevis measures a thickness less than 0.043 in/1.1 mm, replace the clevis.	Before further flight after the inspection where abnormal wear was found.	Do this section in accordance with the AC-COMPLISHMENT INSTRUCTIONS of Socata Mandatory Service Bulletin SB 155-27, dated April 2000.
(3) Lubricate the clevis	Within the next 100 hours TIS after December 29, 2000 (the effective date with the of this AD), and thereafter at intervals not to exceed 100 hours TIS.	Do this action in accordance with the AC-COMPLISHMENT INSTRUCTIONS of Socata Mandatory Service Bulletin SB 155-27, dated April 2000.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 1: This AD applies to each airplane identified in paragraph (a) of this AD, 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 (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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* You can contact Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64016; telephone: (816) 329-4146; facsimile: (816) 329-4090.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Socata Mandatory Service Bulletin SB 155-27, dated April, 2000. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from SOCATA Groupe AEROSPATIALE, Customer Support, Aerodrome Tarbes-Ossun-Lourdes, BP 930—F65009 Tarbes Cedex, France; telephone: (33) (0)5.62.41.73.00. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the

Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) *When does this amendment become effective?* This amendment becomes effective on December 29, 2000.

Note 2: The subject of this AD is addressed in French AD number 2000-174(A), dated May 3, 2000.

Issued in Kansas City, Missouri, on October 30, 2000.

Marvin R. Nuss,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00-28439 Filed 11-13-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-NM-344-AD; Amendment 39-11968; AD 2000-22-20]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Model DC-9-10, -9-20, -9-30, -9-40, and -9-50 Series Airplanes and C-9 (Military) Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model DC-9-10, -9-20, -9-30, -9-40, and -9-50 series airplanes and C-9 (military) airplanes. This action requires, among other actions, measuring the diameter of the hole counterbore of the outboard idler hinge fitting of the left and right wing flap; performing repetitive high frequency eddy current inspections (HFEC) to detect cracks at the flap idler hinge fitting, if necessary; and replacing the flap idler hinge fitting with a new like part, if any crack is detected. This action is necessary to prevent failure of the

outboard flap idler hinge fitting due to fatigue cracking, which could result in a deflected flap that may cause an asymmetric lift and consequent reduced controllability and structural integrity of the airplane. This action is intended to address the identified unsafe condition.

DATES: Effective November 29, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the *Federal Register* as of November 29, 2000.

Comments for inclusion in the Rules Docket must be received on or before January 16, 2001.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2000-NM-344-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227-1232. Comments may also be sent via the Internet using the following address: 9-anm-iarcomment@faa.gov. Comments sent via fax or the Internet must contain "Docket No. 2000-NM-344-AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 for Windows or ASCII text.

The service information referenced in this AD may be obtained from Boeing

Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1-L51 (2-60). This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at

the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Wahib Mina, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (562) 627-5324; fax (562) 627-5210.

SUPPLEMENTARY INFORMATION: The FAA has received reports of a failed or cracked flap idler hinge fitting at the lower outboard stud location on certain McDonnell Douglas Model DC-9 series airplanes. Investigation revealed that these discrepancies were caused by fatigue cracking initiating at the lower outboard mounting hole with a 1⅛-inch diameter counterbore. Such fatigue cracking, if not corrected, could result in failure of the outboard flap idler hinge fitting. A failed outboard flap idler hinge fitting could result in a deflected flap, which may cause an asymmetric lift and consequent reduced controllability and structural integrity of the airplane.

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Alert Service Bulletin DC9-57A218, including Appendix, dated September 20, 2000, which describes the following procedures:

1. Measuring the diameter of the hole counterbore of the outboard idler hinge fitting of the left and right wing flap;
2. Installing a new nut, plain washer, and PLI washer;
3. For certain cases, performing repetitive high frequency eddy current inspections (HFEC) to detect cracks at the flap idler hinge fitting; and
4. Replacing the flap idler hinge fitting with a new like part, if any crack is detected.

Accomplishment of the actions specified in the service bulletin is intended to adequately address the identified unsafe condition.

Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other McDonnell Douglas Model DC-9-10, -9-20, -9-30, -9-40, and -9-50 series airplanes and C-9 (military) airplanes series airplanes of the same type design, this AD is being issued to prevent failure of the outboard flap idler hinge fitting due to fatigue cracking, which could result in a deflected flap that may cause an asymmetric lift and consequent reduced controllability and structural integrity of

the airplane. This AD requires accomplishment of the actions specified in the service bulletin described previously.

Determination of Rule's Effective Date

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Submit comments using the following format:

- Organize comments issue-by-issue. For example, discuss a request to change the compliance time and a request to change the service bulletin reference as two separate issues.
- For each issue, state what specific change to the AD is being requested.
- Include justification (e.g., reasons or data) for each request.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 2000-NM-344-AD."

The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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:

2000-22-20 McDonnell Douglas:

Amendment 39-11968. Docket 2000-NM-344-AD.

Applicability: Model DC-9-10, -9-20, -9-30, -9-40, and -9-50 series airplanes and C-9 (military) airplanes, as listed in Boeing Alert Service Bulletin DC9-57A218, dated September 20, 2000; 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 (b) 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 outboard flap idler hinge fitting due to fatigue cracking, which could result in a deflected flap that may cause an asymmetric lift and consequent reduced controllability and structural integrity of the airplane, accomplish the following:

Measurement

(a) Before the accumulation of 24,000 total landings, or within 90 days after the effective date of this AD, whichever occurs later, measure the diameter of the hole counterbore of the outboard idler hinge fitting of the left and right wing flap, per Boeing Alert Service Bulletin DC9-57A218, including Appendix, dated September 20, 2000.

Acceptable Measurement of 0.875 (7/8) Inch: Installation of Certain Parts

(1) If the diameter of any hole counterbore is 0.875 (7/8) inch, before further flight, install a new nut, plain washer, and PLI washer, per the service bulletin.

Unacceptable Measurement of 1.125 (1 1/8) Inches: Repetitive Inspections and Corrective Actions, If Necessary

(2) If the diameter of any hole counterbore is 1.125 (1 1/8) inches, before further flight, do a high frequency eddy current inspection (HFEC) to detect cracks at the flap idler hinge fitting, per the service bulletin.

(i) Condition 1. If no crack is detected, before further flight, install a new nut, plain washer, and PLI washer, per the service bulletin. Repeat the HFEC inspection every 1,000 landings until the replacement specified in paragraph (a)(2)(ii) has been done.

(ii) Condition 2. If any crack is detected, before further flight, replace the flap idler hinge fitting with a new like part, per the service bulletin. Within 24,000 landings after accomplishment of the replacement, do the HFEC inspection required by paragraph (a)(2) of this AD.

Alternative Methods of Compliance

(b) 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, Los Angeles Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

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

Special Flight Permits

(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.

Incorporation by Reference

(d) The actions shall be done in accordance with Boeing Alert Service Bulletin DC9-57A218, including Appendix, dated September 20, 2000. 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 Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(e) This amendment becomes effective on November 29, 2000.

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

Donald L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00-28480 Filed 11-13-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-NM-46-AD; Amendment 39-11970; AD 2000-22-22]

RIN 2120-AA64

Airworthiness Directives; Raytheon Model Hawker 800XP and Hawker 800 (U-125A) Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Raytheon Model Hawker 800XP and Hawker 800 (U-125A) series airplanes, that requires inspection of the wire bundle to relay "KT" on panel "JA" for correct routing, adequate clearance from the fuel cross-

feed valve operating lever, and the presence of chafing; this amendment also requires corrective action, if necessary. The actions specified by this AD are intended to detect and correct chafing of the wire bundle exiting panel "JA" due to insufficient clearance from the fuel cross-feed valve operating lever. Such chafing of the wire bundle could result in a fire in the area of the fuel system in a confined space. This action is intended to address the identified unsafe condition.

DATES: Effective December 19, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 19, 2000.

ADDRESSES: The service information referenced in this AD may be obtained from Raytheon Aircraft Company, 9709 East Central, Wichita, Kansas 67206. 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 FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Philip Petty, Aerospace Engineer, Systems and Propulsion Branch, ACE-116W, FAA, 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: 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 Model Hawker 800XP and Hawker 800 (U-125A) series airplanes was published in the **Federal Register** on August 8, 2000 (65 FR 48404). That action proposed to require inspection of the wire bundle to relay "KT" on panel "JA" for correct routing, adequate clearance from the fuel cross-feed valve operating lever, and the presence of chafing. That action also proposed to require corrective action, 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.