

exceed 4,000 flight hours or 24 months, whichever occurs first.

(c) Within 6 months after the effective date of this AD, use a torque wrench to tighten the screws for the attachment of the leading edges of the ailerons in accordance with Fokker Service Bulletin SBF50-57-020, Revision 1, dated July 23, 1999. Repeat the tightening thereafter at intervals not to exceed 12 months.

#### 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 2:** 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 Fokker service bulletins, which contain the specified effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
SBF50-55-007, June 5, 1998 .....	1-5 ....	Original .....	June 5, 1998.
SBF50-55-009, Revision 1, July 23, 1999 .....	1-4, 7, 5, 6.	1, Original .....	July 23, 1999, April 23, 1999.
SBF50-57-020, Revision 1, July 23, 1999 .....	1-4, 6, 5, 7.	1, Original .....	July 23, 1999, April 23, 1999.

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 Fokker Services B.V., P.O. Box 231, 2150 AE Nieuw-Vennep, The Netherlands. 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 3:** The subject of this AD is addressed in Dutch airworthiness directive 1998-070/3, dated August 31, 1999.

(g) This amendment becomes effective on January 21, 2000.

Issued in Renton, Washington, on December 28, 1999.

**D.L. Riffin,**

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

[FR Doc. 00-46 Filed 1-5-00; 8:45 am]

**BILLING CODE 4910-13-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-NM-336-AD; Amendment 39-11495; AD 99-27-14]

**RIN 2120-AA64**

#### Airworthiness Directives; Airbus Model A340-211, -212, -213, -311, -312, and -313 Series Airplanes

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to all Airbus Model A340-

211, -212, -213, -311, -312, and -313 series airplanes, that currently requires repetitive operational tests to ensure proper operation of the actuator of the secondary locks of the thrust reversers, and corrective actions, if necessary. The previously optional modifications that would have allowed an extension of the repetitive test intervals have been removed from this amendment. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified in this AD are intended to prevent the inadvertent opening of a thrust reverser door in the event of failure of the primary and secondary locks of the thrust reverser. Such inadvertent opening could result in reduced controllability of the airplane.

**DATES:** Effective January 21, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 21, 2000.

The incorporation by reference of certain other publications, as listed in the regulations, was approved previously by the Director of the Federal Register as of January 25, 1999 (64 FR 1108, January 8, 1999).

Comments for inclusion in the Rules Docket must be received on or before February 7, 2000.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 99-NM-336-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

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 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.

#### 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: On

December 28, 1998, the FAA issued AD 99-01-15, amendment 39-10980 (64 FR 1108, January 8, 1999), applicable to all Airbus Model A340-211, -212, -213, -311, -312, and -313 series airplanes, to require repetitive operational tests (inspections) to ensure proper operation of the actuator of the secondary locks of the thrust reversers; and corrective actions, if necessary. That action was prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions required by that AD are intended to prevent the inadvertent opening of a thrust reverser door in the event of failure of the primary and secondary locks of the thrust reverser. Such inadvertent opening could result in reduced controllability of the airplane.

#### Actions Since Issuance of Previous Rule

The existing AD provides for accomplishment of certain optional modifications (Airbus Modifications 45150 and 45486), which, if accomplished, would have allowed an extension of the repetitive test intervals.

However, service experience has shown that these modifications have not proven to be successful in reducing the rate of "REV. UNLOCKED" warnings to the flight crew, and new failure modes have been reported.

#### Explanation of Relevant Service Information

Airbus has issued Service Bulletin A340-78-4012, Revision 05, dated July 6, 1999. The provision for extension of the test interval if certain modifications are accomplished has been removed from Revision 05.

The Direction Generale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, issued airworthiness directive 1999-265-117(B), dated June 30, 1999, to ensure the continued airworthiness of these airplanes in France.

#### FAA's Conclusions

This airplane model is manufactured in France and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.19) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

#### Explanation of Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, this AD is being issued to prevent the inadvertent opening of a thrust reverser door in the event of failure of the primary and secondary locks of the thrust reverser, which could result in reduced controllability of the airplane. This AD requires accomplishment of the actions specified in the service bulletin described previously.

#### Interim Action

This is considered to be interim action until final action is identified, at which time the FAA may consider further rulemaking.

#### Cost Impact

None of the airplanes affected by this action are on the U.S. Register. All airplanes included in the applicability

of this rule currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future.

Should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately 8 work hours 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 this AD would be \$480 per airplane, per test cycle.

#### Determination of Rule's Effective Date

Since this AD action does not affect any airplane that is currently on the U.S. register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, prior notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the **Federal Register**.

#### Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and 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.

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 99-NM-336-AD." The postcard will be date stamped and returned to the commenter.

#### 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, 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 removing amendment 39-10980 (64 FR 1108, January 8, 1999), and by adding a new airworthiness directive (AD),

amendment 39-11495, to read as follows:

**99-27-14 Airbus Industrie:** Amendment 39-11495. Docket 99-NM-336-AD. Supersedes AD 99-01-05, Amendment 39-10980.

**Applicability:** All Model A340-211, -212, -213, -311, -312, and -313 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 (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 the inadvertent opening of a thrust reverser door in the event of failure of the primary and secondary locks of the thrust reverser, which could result in reduced controllability of the airplane, accomplish the following:

#### Operational Test

(a) Prior to the accumulation of 1,300 total flight hours, or within 500 flight hours after January 25, 1999 (the effective date of AD 99-01-15, amendment 39-10980), whichever occurs later, perform an operational test (inspection) to ensure proper operation of the actuator of the secondary locks of the thrust reversers, in accordance with Airbus Service Bulletin A340-78-4012, Revision 01, dated December 19, 1996, or Revision 05, dated July 6, 1999. Thereafter, repeat the operational test at intervals not to exceed 1,300 flight hours. After the effective date of this AD, only Revision 05 of the service bulletin shall be used.

**Note 2:** The Airbus service bulletin references ROHR Service Bulletin RA34078-47, Revision 1, dated November 30, 1996, as an additional source of service information for accomplishment of the operational test.

#### Corrective Action

(b) If any discrepancy is detected during any operational test (inspection) required by paragraph (a) of this AD, prior to further flight, replace the actuator of the secondary lock with a new or serviceable actuator, in accordance with ROHR Service Bulletin RA34078-47, Revision 1, dated November 30, 1996.

#### 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 operational tests and replacement shall be done in accordance with Airbus Service Bulletin A340-78-4012, Revision 01, dated December 19, 1996; Airbus Service Bulletin A340-78-4012, Revision 05, dated July 6, 1999; and ROHR Service Bulletin RA3478-47, Revision 1, dated November 30, 1996, which contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1, 5, 6 .....	1 .....	November 30, 1996.
2-4, 7 .....	Original .....	September 16, 1996.

(1) The incorporation by reference of Airbus Service Bulletin A340-78-4012, Revision 05, dated July 6, 1999, 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 Airbus Service Bulletin A340-78-4012, Revision 01, dated December 19, 1996; and ROHR Service Bulletin RA34078-47, Revision 1, dated November 30, 1996; was approved previously by the Director of the Federal Register as of January 25, 1999 (64 FR 1108, January 8, 1999).

(3) Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; and ROHR, Inc., 850 Lagoon Drive, Chula Vista, California 91912. 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 1999-265-117(B), dated June 30, 1999.

(f) This amendment becomes effective on January 21, 2000.

Issued in Renton, Washington, on December 28, 1999.

**D.L. Riffin,**

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

[FR Doc. 00-49 Filed 1-5-00; 8:45 am]

**BILLING CODE 4910-13-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-ASW-25]

#### Revision of Class E Airspace; Beaumont, TX

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This document confirms the effective date of a direct final rule which revises Class E airspace at Beaumont, TX.

**EFFECTIVE DATE:** The direct final rule published at 64 FR 58331 is effective 0901 UTC, February 24, 2000.

#### FOR FURTHER INFORMATION CONTACT:

Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone: 817-222-5593.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the **Federal Register** on October 29, 1999, (64 FR 58331). The FAA uses the direct final rulemaking procedure for a noncontroversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on February 24, 2000. No adverse comments were received, and, thus, this action confirms that this direct final rule will be effective on that date.