

is \$60 per work hour. Required parts will cost approximately \$104 per airplane. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$29,584, or \$344 per airplane.

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 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 adding the following new airworthiness directive:

**99-27-05 Boeing:** Amendment 39-11486. Docket 97-NM-241-AD.

**Applicability:** Model 767-200, -300, and -300F series airplanes, line numbers 1 through 607 inclusive; equipped with part number S160T300-series carbon brakes; 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 brake housing in the torque rod region, which could reduce the braking capability of the airplane and/or prevent the extension of a main landing gear, accomplish the following:

#### Replacement

(a) Within 360 days after the effective date of this AD, replace the hydraulic reducer fitting in the return port of the alternate brake selector valve with a new restrictor fitting, in accordance with Boeing Service Bulletin 767-32-0152, dated June 6, 1996; Revision 1, dated June 27, 1996; or Revision 2, dated July 10, 1997.

#### 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, Seattle Aircraft Certification Office (ACO), 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, Seattle ACO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle 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 replacement shall be done in accordance with Boeing Service Bulletin 767-32-0152, dated June 6, 1996; Boeing Service Bulletin 767-32-0152, Revision 1,

dated June 27, 1996; or Boeing Service Bulletin 767-32-0152, Revision 2, dated July 10, 1997. 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 Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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.

(e) This amendment becomes effective on February 8, 2000.

Issued in Renton, Washington, on December 22, 1999.

**Vi L. Lipski,**

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

[FR Doc. 00-11 Filed 1-3-00; 8:45 am]

**BILLING CODE 4910-13-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### 14 CFR Part 39

[Docket No. 99-NM-31-AD; Amendment 39-11492; AD 99-27-11]

**RIN 2120-AA64**

### Airworthiness Directives; British Aerospace Model BAC 1-11 200 and 400 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to all British Aerospace Model BAC 1-11 200 and 400 series airplanes, that requires replacing the thrust reverser control unit selector valve with a new or modified valve and inspecting for proper rigging of the thrust reverser cable drums and thrust reverser control unit selector valve detent, and corrective actions, if necessary. This amendment also requires revising the Airplane Flight Manual to provide the flight crew with procedures to address uncontrolled operation of the thrust reverser system. 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 provide the flight crew with procedures in the event of uncommanded deployment of the thrust reverser, and to prevent uncommanded deployment of the thrust reverser in flight or on the ground, which could result in reduced controllability of the airplane.

**DATES:** Effective February 8, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 8, 2000.

**ADDRESSES:** The service information referenced in this AD may be obtained from British Aerospace, Service Support, Airbus Limited, P.O. Box 77, Bristol BS99 7AR, England. 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 all British Aerospace Model BAC 1-11 200 and 400 series airplanes was published in the **Federal Register** on September 15, 1999 (64 FR 50023). That action proposed to require replacing the thrust reverser control unit selector valve with a new or modified valve and inspecting for proper rigging of the thrust reverser cable drums and thrust reverser control unit selector valve detent, and corrective actions, if necessary. That action also proposed to require revising the Airplane Flight Manual (AFM) to provide the flight crew with procedures to address uncontrolled operation of the thrust reverser system.

**Comments**

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

**Clarification of Paragraph (c)**

The commenter proposes adding clarification in paragraph (c) of the proposed AD to distinguish Advance Amendment Bulletin 16 (which applies to Model 200 series airplanes) from Advance Amendment Bulletin 12 (which applies to Model 400 series airplanes). The FAA concurs with this proposed change to distinguish between Advanced Amendment Bulletins 16 and 12 and the appropriate airplane series, and has revised paragraph (c) of the final rule accordingly.

**Correction to British Airworthiness Directive Number**

This same commenter states that the correct number of the British airworthiness directive (identified as "002-09-08" in the Explanation of Relevant Service Information of the proposed AD) should be "002-09-98."

The FAA agrees that the number was incorrectly identified in the referenced section of the proposed AD. However, the Explanation of Relevant Service Information section is not restated within the final rule; therefore, no change to the final rule is necessary. British airworthiness directive 002-09-98 is correctly identified in NOTE 3 of the proposal and this final rule.

**Conclusion**

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the change described previously. The FAA has determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

**Cost Impact**

The FAA estimates that 16 airplanes of U.S. registry will be affected by this AD.

It will take approximately 6 work hours per airplane to accomplish the inspections, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the inspections required by this AD on U.S. operators is estimated to be \$5,760, or \$360 per airplane.

It will take approximately 1 work hour per airplane to accomplish the replacement, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$16,000 per airplane. Based on these figures, the cost impact of the replacement required by this AD on U.S. operators is estimated to be \$256,960, or \$16,060 per airplane.

It will take approximately 1 work hour per airplane to accomplish the AFM revision, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the AFM revision required by this AD on U.S. operators is estimated to be \$960, or \$60 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 adding the following new airworthiness directive:

99-27-11 **British Aerospace Airbus Limited** (Formerly British Aerospace Commercial Aircraft Limited, British Aerospace Aircraft Group): Amendment 39-11492. Docket 99-NM-31-AD.

**Applicability:** All Model BAC 1-11 200 and 400 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 (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 provide the flight crew with procedures in the event of uncommanded deployment of the thrust reverser and to prevent uncommanded deployment of the thrust reverser in flight or on the ground, which could result in reduced controllability of the airplane, accomplish the following:

(a) Within 30 days after the effective date of this AD, perform an inspection for proper rigging of the thrust reverser cable drums, in accordance with British Aerospace Alert Service Bulletin 76-A-PM6043, Issue No. 1, dated September 18, 1998. If any drum is found to be improperly rigged, prior to further flight, accomplish the adjustments specified in paragraph 3, "Adjustments," of the alert service bulletin.

(b) Prior to further flight after accomplishing the inspection required by paragraph (a) of this AD, perform an inspection for proper rigging of the thrust reverser selector valve detent, in accordance with Rolls-Royce Spey Service Bulletin Sp78-131, dated September 1998. If any discrepancy is found, prior to further flight, accomplish the adjustments specified in paragraph 3, "Adjustments," of the service bulletin.

(c) Within 30 days after the effective date of this AD, revise the Emergency and Abnormal Procedures Sections of the FAA-approved Airplane Flight Manual (AFM) by inserting, into the applicable sections of the AFM, British Aerospace Advance Amendment Bulletin No. 12 (for Model 400 series airplanes) or No. 16 (for Model 200 series airplanes), as applicable; both dated August 19, 1997.

(d) Within 12 months after the effective date of this AD, replace the thrust reverser control unit selector valve with a new or modified selector valve in accordance with British Aerospace Service Bulletin 78-PM6047, Revision 1, dated November 27, 1998.

#### 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 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

(f) 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

(g) The actions shall be done in accordance with British Aerospace Alert Service Bulletin 76-A-PM6043, Issue No. 1, dated September 18, 1998; Rolls-Royce Spey Service Bulletin Sp78-131, dated September 1998; British Aerospace Service Bulletin 78-PM6047, Revision 1, dated November 27, 1998; British Aerospace Advance Amendment Bulletin No. 12, dated August 19, 1997; and British Aerospace Advance Amendment Bulletin No. 16, dated August 19, 1997. 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 British Aerospace, Service Support, Airbus Limited, P.O. Box 77, Bristol BS99 7AR, England. 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 British airworthiness directives 002-09-98 and 005-11-98.

(h) This amendment becomes effective on February 8, 2000.

Issued in Renton, Washington, on December 23, 1999.

**Vi L. Lipski,**

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

[FR Doc. 00-10 Filed 1-3-00; 8:45 am]

**BILLING CODE 4910-13-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-NM-200-AD; Amendment 39-11489; AD 99-27-08]

**RIN 2120-AA64**

#### Airworthiness Directives; Saab Model SAAB SF340A and SAAB 340B Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Saab Model SAAB SF340A and SAAB 340B series airplanes, that requires repetitive inspections of the control quadrant for loose screws, and replacement of the control quadrant with a modified part, which constitutes terminating action for

the repetitive inspections. 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 the power levers from binding due to the backing out of screws that secure the solenoid bracket within the flight idle stop assembly, which could result in the malfunction of the flight idle stop mechanism and the override function, and the inability to move the power levers aft of flight idle.

**DATES:** Effective February 8, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 8, 2000.

**ADDRESSES:** The service information referenced in this AD may be obtained from Saab Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. 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 Saab Model SAAB SF340A and SAAB 340B series airplanes was published in the **Federal Register** on September 13, 1999 (64 FR 49418). That action proposed to require repetitive inspections of the control quadrant for loose screws, and replacement of the control quadrant with a modified part, which would terminate action for the repetitive inspections.

#### Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

#### Restatement of Unsafe Condition

One commenter, the manufacturer, requests that the proposed AD be revised to restate the identified unsafe condition. The commenter states that malfunction of the automatic flight idle