

(1) If no cracking is detected, repeat the inspection thereafter at intervals not to exceed 5,500 flight cycles, until the requirements of paragraph (b) of this AD are accomplished.

#### **Corrective Actions**

(2) If any cracking is detected during any inspection required by this AD, prior to further flight, modify the vertical flange of both inboard Z-stiffeners of the centerline panel of the fuselage belly fairing and re-inspect the modified area to determine if cracking has been eliminated, in accordance with Airbus Service Bulletin A330-53-3019 (for Model A330 series airplanes) or A340-53-4028 (for Model A340 series airplanes); each dated November 30, 1995; as applicable.

(i) If all cracking is not eliminated after accomplishment of the modification, prior to further flight, repair in accordance with a method approved by either the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate; or the Direction Générale de l'Aviation Civile (DGAC) (or its delegated agent). For a repair method to be approved by the Manager, International Branch, ANM-116, as required by this paragraph, the Manager's approval letter must specifically reference this AD.

(ii) If all cracking is eliminated after the accomplishment of the modification, no further action is required by this AD.

#### **Optional Terminating Action**

(b) Modification of the vertical flange of both inboard Z-stiffeners of the centerline panel of the fuselage belly fairing in accordance with Airbus Service Bulletin A330-53-3019 (for Model A330 series airplanes) or A340-53-4028 (for Model A340 series airplanes); each dated November 30, 1995; as applicable constitutes terminating action for the requirements of this AD.

#### **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. 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.

**Note 4:** The subject of this AD is addressed French airworthiness directives 96-056-029 (B) and 96-057-042 (B); each dated March 13, 1996; in order to assure the continued airworthiness of these airplanes in France.

Issued in Renton, Washington, on September 2, 1999.

**Dorenda D. Baker,**

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

[FR Doc. 99-23477 Filed 9-9-99; 8:45 am]

**BILLING CODE 4910-13-U**

#### **DEPARTMENT OF TRANSPORTATION**

##### **Federal Aviation Administration**

###### **14 CFR Part 39**

**[Docket No. 97-NM-313-AD]**

**RIN 2120-AA64**

##### **Airworthiness Directives; Raytheon Model BAe 125-1000A and Hawker 1000 Series Airplanes**

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

**ACTION:** Notice of proposed rulemaking (NPRM); proposed rescission.

**SUMMARY:** This document proposes to rescind an existing airworthiness directive (AD), applicable to certain Raytheon Model BAe 125-1000A and Hawker 1000 series airplanes, that currently requires inspections of the thrust reverser system for integrity, and correction of any discrepancy found. The actions specified by that AD are intended to prevent a significant reduction in the controllability of the airplane due to an in-flight deployment of a thrust reverser. Since the issuance of that AD, the FAA has issued a separate AD that requires the accomplishment of modifications that terminate the requirements of the existing AD.

**DATES:** Comments must be received by October 12, 1999.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 97-NM-313-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.

Information pertaining to this proposed rule may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

##### **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:**

##### **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 97-NM-313-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. 97-NM-313-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

##### **Discussion**

On April 20, 1994, the FAA issued AD 94-09-11, amendment 39-8900 (59 FR 22125, April 29, 1994), applicable to certain Raytheon Model BAe 125-1000A and Hawker 1000 series airplanes, to require inspections of the thrust reverser system for integrity, and correction of any discrepancy found. That action was prompted by a report that there is a possibility of failure of the drive links (or attachments) on the thrust reversers of these airplanes due to the single link design concept of the thrust reverser link and lock system. That condition, if not corrected, could result in inadvertent deployment of a thrust reverser during flight. The requirements of that AD are intended to prevent a significant reduction in the controllability of the airplane due to an in-flight deployment of a thrust reverser.

## **Actions Since Issuance of Previous Rule**

Since the issuance of that AD, the FAA has issued AD 96-22-03, amendment 39-9792 (61 FR 57295, November 6, 1996), which requires modifications of the thrust reversers on certain Raytheon Model BAe 125-1000A and Model Hawker 1000 series airplanes. AD 96-22-03 became effective on December 11, 1996, and the actions specified in that AD were required to be accomplished within 6 months after that date.

## **FAA's Conclusions**

Since the actions required by AD 96-22-03 were required to be accomplished by June 11, 1997, and because such accomplishment constitutes terminating action for the requirements of AD 94-09-11, the FAA has determined that it is necessary to rescind AD 94-09-11 in order to prevent operators from performing an unnecessary action.

This proposed action would rescind AD 94-09-11. Rescission of AD 94-09-11 would constitute only such action, and, if followed by a final action, would not preclude the agency from issuing another notice in the future, nor would it commit the agency to any course of action in the future.

## **Cost Impact**

The FAA estimates that 14 airplanes of U.S. registry are affected by AD 94-09-11. The actions that are currently required by that AD take approximately 3 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required actions on U.S. operators is estimated to be \$180 per airplane. However, the adoption of this proposed rescission would eliminate those costs.

## **Regulatory Impact**

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

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 removing amendment 39-8900.

**Raytheon Aircraft Company:** Amendment 39-. Docket 97-NM-313-AD. Rescinds AD 94-09-11, Amendment 39-8900.

**Applicability:** Model BAe 125-1000A and Hawker 1000 series airplanes; as listed in Raytheon Corporate Jets Service Bulletin SB 78-12, dated January 4, 1994; certificated in any category.

Issued in Renton, Washington, on September 3, 1999.

**Dorenda D. Baker,**

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

[FR Doc. 99-23622 Filed 9-9-99; 8:45 am]

BILLING CODE 4910-13-P

---

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

**[Docket No. 98-NM-365-AD]**

**RIN 2120-AA64**

#### **Airworthiness Directives; Aerospatiale Model SN-601 (Corvette) 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 all

Aerospatiale Model SN-601 (Corvette) series airplanes. This proposal would require repetitive inspections, and repair if necessary, of the locking indication system of the drag strut jack on the main landing gear (MLG) to detect corrosion and damage resulting from its operation. This proposal would also require replacement of seals and backup rings with new parts. This proposal is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by the proposed AD are intended to prevent failure of the locking indication system of the drag strut jack on the MLG due to corrosion. Such corrosion could prevent the MLG from locking and result in the subsequent collapse of the MLG.

**DATES:** Comments must be received by October 12, 1999.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-365-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 Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

#### **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:**

#### **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.