

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 detect and correct corrosion in the upper halves of the left and right hand lower longerons on the inboard nacelles, which could result in a landing gear failure, accomplish the following:

#### Inspection

(a) Within 6 months after the effective date of this AD, perform a visual inspection to detect corrosion on the upper half of the lower longerons on the inboard nacelles in accordance with Bombardier Service Bulletin S.B. 7-54-19, Revision 'C,' dated April 16, 1999.

#### Modification

(b) If no corrosion is detected, prior to further flight, modify the upper and lower longeron halves in accordance with Bombardier Service Bulletin S.B. 7-54-19, Revision 'C,' dated April 16, 1999.

#### Corrective Action

(c) If any corrosion is detected, prior to further flight, accomplish the actions specified in paragraph (c)(1) or (c)(2) of this AD, as applicable, in accordance with Bombardier Service Bulletin S.B. 7-54-19, Revision 'C,' dated April 16, 1999.

(1) For corrosion that is within the limits specified in the service bulletin: Accomplish the corrective actions specified in the service bulletin, and perform a fluorescent penetrant inspection or high frequency eddy current inspection to detect cracks in areas where corrosion was blended out. The corrective actions and inspections shall be done in accordance with the service bulletin.

(i) If no crack is detected, prior to further flight, modify the upper and lower longeron halves in accordance with the service bulletin.

(ii) If any crack is detected, prior to further flight, accomplish the actions required by paragraphs (c)(1)(ii)(A) and (c)(1)(ii)(B) of this AD.

(A) Either replace the longeron with a new longeron in accordance with the service bulletin, or repair in accordance with a method approved by either the Manager, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate; or Transport Canada Civil Aviation (or its delegated agent). For a repair method to be approved by the Manager, New York ACO, as required by this paragraph, the Manager's approval letter must specifically reference this AD.

(B) Modify the upper and lower longeron halves in accordance with the service bulletin.

(2) For corrosion that exceeds the limits specified in the service bulletin: Accomplish the actions required in paragraphs (c)(1)(ii)(A) and (c)(1)(ii)(B) of this AD.

#### 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, New York ACO, FAA, Engine and Propeller Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

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

#### 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) Except as provided by paragraph (c)(1)(ii)(A) of this AD, the actions shall be done in accordance with Bombardier Service Bulletin S.B. 7-54-19, Revision 'C,' dated April 16, 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 Bombardier, Inc., Bombardier Regional Aircraft Division, Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York; 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 Canadian airworthiness directive CF-99-07, dated March 15, 1999.

(g) This amendment becomes effective on January 24, 2000.

Issued in Renton, Washington, on December 10, 1999.

#### D.L. Riggan,

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

[FR Doc. 99-32582 Filed 12-17-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-NM-195-AD; Amendment 39-11471; AD 99-26-12]

#### RIN 2120-AA64

#### Airworthiness Directives; Airbus Model A330-301, -321, -322 Series Airplanes, and Model A340-211, -212, -213, -311, -312, and -313 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to all Airbus Model A330-301, -321, and -322 series airplanes, and Model A340-211, -212, -213, -311, -312, and -313 series airplanes, that requires repetitive replacements of the yaw damper actuator installed on active position with a new or overhauled yaw damper actuator. 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 hydraulic leakage from the yaw damper actuator installed on active position due to premature wear of the dynamic seals between the actuator piston and the piston bearing. Hydraulic leakage could lead to complete loss of the green hydraulic circuit, which could result in reduced controllability of the airplane.

**DATES:** Effective January 24, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 24, 2000.

**ADDRESSES:** 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 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 Airbus Model A330-301, -321, and -322 series airplanes, and Model A340-211, -212, -213, -311, -312, and -313 series airplanes was published in the **Federal Register** on October 8, 1999 (64 FR 54797). That action proposed to require repetitive replacements of the yaw damper actuator installed on active position with a new or overhauled yaw damper actuator.

#### 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.

### Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

### Interim Action

This is considered to be interim action. The manufacturer has advised that it currently is developing a modification that will positively address the unsafe condition addressed by this AD. Once this modification is developed, approved, and available, the FAA may consider additional rulemaking.

### Cost Impact

Currently, there are no Airbus Model A330-301, -321, -322 series airplanes, or Model A340-211, -212, -213, -311, -312, and -313 series airplanes on the U.S. Register. However, should an affected airplane be imported and placed on the U.S. Register in the future, it will require approximately 2 work hours to accomplish the required replacement, at an average labor rate of \$60 per work hour. The manufacturer has committed previously to its customers that it will bear the cost of replacement parts. As a result, the cost of those parts are not attributable to this AD. Based on these figures, the cost impact of this AD will be \$120 per airplane, per replacement cycle.

### 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.

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:

##### 99-26-12 Airbus Industrie: Amendment 39-11471. Docket 99-NM-195-AD.

**Applicability:** All Model A330-301, -321, and -322 series airplanes, and 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 (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 hydraulic leakage from the yaw damper actuator which could lead to complete loss of the green hydraulic circuit, which could result in reduced controllability of the airplane, accomplish the following:

#### Repetitive Replacement

(a) Prior to the accumulation of 6,500 total flight hours, or within 500 flight hours after the effective date of this AD, whichever occurs later, replace the yaw damper actuator installed on active position with a new or overhauled yaw damper actuator in accordance with Airbus Service Bulletin A330-27-3055, Revision 01, dated July 1, 1998 (for Model A330 series airplanes); or A340-27-4063, Revision 01, dated July 1, 1998 (for Model A340 series airplanes); as applicable. Thereafter, repeat the replacement at intervals not to exceed 6,500 flight hours.

**Note 2:** Replacement of yaw dampers accomplished prior to the effective date of this AD in accordance with Airbus Service

Bulletin A330-27-3055, dated August 26, 1997 (for Model A330 series airplanes), or Airbus Service Bulletin A340-27-4063, dated August 26, 1997 (for Model A340 series airplanes); as applicable; is an acceptable method of compliance for the initial replacement required by paragraph (a) 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, 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

(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 Airbus Service Bulletin A330-27-3055, Revision 01, dated July 1, 1998; or Airbus Service Bulletin A340-27-4063, Revision 01, dated July 1, 1998; as applicable. 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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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 directives 1998-100-067(B) R2, dated May 19, 1999, and 98-104-083(B), dated February 25, 1998.

(e) This amendment becomes effective on January 24, 2000.

Issued in Renton, Washington, on December 10, 1999.

### D.L. Riggan,

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

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