

table 1 of PW ASB A6359, Revision 1, dated July 30, 1999, replace the CCOC with a one-piece machined CCOC assembly, part number (P/N) 815556, in accordance with PW Service Bulletin (SB) No. 6291, dated May 20, 1997, or Revision 1 dated July 9, 1997, or Revision 2, dated August 27, 1999. Installation of an improved, one-piece CCOC, P/N 815556, constitutes terminating action to the inspections required by this AD.

Definition

(e) For the purpose of this AD, part accessibility is defined as an engine disassembly in which the CCOC is removed from the engine.

Alternative Methods of Compliance

(f) 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, Engine Certification Office. Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

(g) 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 aircraft to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(h) The actions required by this AD shall be done in accordance with PW ASB No. A6359, Revision 1, dated July 30, 1999, and PW SB No. 6291, dated May 20, 1997, Revision 1, dated July 9, 1997, and Revision 2, dated August 27, 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 Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-8770, fax (860) 565-4503. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) This amendment becomes effective on February 22, 2000.

Issued in Burlington, Massachusetts, on December 8, 1999.

David A. Downey,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 99-32506 Filed 12-20-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-248-AD; Amendment 39-11475; AD 99-26-15]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A300 B2 and B4 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A300 B2 and B4 series airplanes, that requires repetitive inspections to detect cracking of the inner skin panel of the longitudinal lap joint; and repair, or modification and new repetitive inspections, if necessary. 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 detect and correct stress corrosion cracking of the inner skin panel of the longitudinal lap joint, which could result in rapid depressurization of the airplane.

DATES: Effective January 25, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 25, 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 certain Airbus Model A300 B2 and B4 series airplanes was published in the **Federal Register** on October 21, 1999 (64 FR 56712). That

action proposed to require repetitive inspections to detect cracking of the inner skin panel of the longitudinal lap joint; and repair, or modification and new repetitive inspections, 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.

Conclusion

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

Cost Impact

The FAA estimates that 3 airplanes of U.S. registry will be affected by this AD, that it will take approximately 4 work hours per airplane to accomplish the required eddy current inspection (either internal or external), and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of this AD on U.S. operators is estimated to be \$720, or \$240 per airplane, per inspection cycle.

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 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:

99-26-15 AIRBUS: Amendment 39-11475. Docket 98-NM-248-AD.

Applicability: Model A300 B2 and B4 series airplanes, manufacturer serial numbers 003 through 156 inclusive, 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 (f) 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 detect and correct stress corrosion cracking of the inner skin panel of the longitudinal lap joint, which could result in rapid depressurization of the airplane, accomplish the following:

Initial Inspection

(a) Within 400 flight cycles after the effective date of this AD, perform an external eddy current inspection for cracking of the inner skin panel of the longitudinal lap joint between frames 65 and 72 at stringer 57, in accordance with Airbus Service Bulletin A300-53-305, Revision 1, dated January 29, 1999.

Repetitive Inspections

(b) If no cracking is detected during the inspection performed in accordance with paragraph (a) of this AD: Thereafter, perform an internal or external eddy current inspection, as specified in paragraphs (b)(1) and (b)(2) of this AD, as applicable; at intervals not to exceed 1,250 flight cycles or

7 months, whichever occurs first; in accordance with Airbus Service Bulletin A300-53-305, Revision 1, dated January 29, 1999; until the requirements of paragraph (e) of this AD have been accomplished.

(1) If the most recent inspection was an internal eddy current inspection, perform an external eddy current inspection of the inner skin panel of the longitudinal lap joint.

(2) If the most recent inspection was an external eddy current inspection, perform an internal eddy current inspection of the inner skin panel of the longitudinal lap joint.

Corrective Actions

(c) If any cracking is detected during any inspection performed in accordance with paragraph (a) or (b) of this AD, prior to further flight, accomplish the actions required by either paragraph (c)(1) or paragraph (c)(2) of this AD.

(1) Repair the inner skin panel of the longitudinal lap joint in accordance with Airbus Service Bulletin A300-53-305, Revision 1, dated January 29, 1999. Thereafter, repeat the inspection of areas in which no cracking is detected at the interval specified in, and in accordance with, paragraph (b) of this AD; and repeat the inspection of the repaired area at the intervals specified in the service bulletin, in accordance with the service bulletin. If any cracking is found in the repaired area during any repetitive inspection, prior to further flight, repair in accordance with the service bulletin.

Note 2: Airbus Service Bulletin A300-53-305, Revision 1, dated January 29, 1999, references Airbus Structural Repair Manual Chapter 53-17-00, as an additional source of service information to accomplish the repair specified in paragraph (c)(1) of this AD.

(2) Modify the inner skin panel of the longitudinal lap joint in accordance with Airbus Service Bulletin A300-53-306, dated September 5, 1995, and accomplish the requirements of paragraph (d) of this AD.

(d) For airplanes modified in accordance with Airbus Service Bulletin A300-53-306, dated September 5, 1995: Inspect the modified inner skin panel of the longitudinal lap joint to detect cracking at the applicable threshold and repetitive intervals specified in Table 1A, 1B, or 2 of Airbus Service Bulletin A300-53-211, Revision 5, dated April 29, 1999, in accordance with Airbus Service Bulletin A300-53-211, Revision 5. If any cracking is found during any repetitive inspection, prior to further flight, repair in accordance with Airbus Service Bulletin A300-53-211, Revision 5.

Optional Modification

(e) Modification of the inner skin panel of the longitudinal lap joint in accordance with Airbus Service Bulletin A300-53-306, dated September 5, 1995, constitutes terminating action for the repetitive inspections required by paragraph (b) of this AD. Such modification does not terminate the repetitive inspections required by paragraph (d) of this AD.

Alternative Methods of Compliance

(f) 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

(g) 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

(h) The actions shall be done in accordance with Airbus Service Bulletin A300-53-306, dated September 5, 1995; Airbus Service Bulletin A300-53-211, Revision 5, dated April 29, 1999; and Airbus Service Bulletin A300-53-305, Revision 1, dated January 29, 1999, which contains the following list of effective pages:

| Page No. | Revision level shown on page | Date shown on page |
|--------------|------------------------------|--------------------|
| 1-6, 8-12 .. | 1 | Jan. 29, 1999. |
| 7 | Original | Sept. 5, 1995. |

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 directive 98-150-246(B), dated April 8, 1998.

(i) This amendment becomes effective on January 25, 2000.

Issued in Renton, Washington, on December 13, 1999.

D.L. Riggan,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-32736 Filed 12-20-99; 8:45 am]

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FEDERAL TRADE COMMISSION**16 CFR Part 0****Miscellaneous Rules**

AGENCY: Federal Trade Commission.

ACTION: Final rule.