

Actions	Compliance times	Procedures
<p>(1) Accomplish both an external and internal inspection of the forward, aft, and auxiliary wing spars for cracks.</p> <p>(2) If any crack is found on any forward, aft, or auxiliary wing spar during any inspection required by this AD, accomplish the following:</p> <p>(i) Obtain an FAA-approved repair scheme from the Cessna Aircraft Company, P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 941-7550, facsimile: (316) 942-9008; and.</p> <p>(ii) Incorporate this repair scheme .....</p>	Initially inspect upon accumulating 10,000 hours total time-in-service (TIS) on the airplane or within the next 25 hours TIS after June 21, 1999 (the effective date of AD 99-11-13), whichever occurs later. Repetitively inspect thereafter within 110 hours TIS after the last inspection required by this AD or Ad 99-11-13, whichever is applicable, and thereafter at intervals not to exceed 110 hours TIS.	Accomplish these inspections in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Cessna Service Bulletin MEB99-3, dated May 6, 1999.
	Prior to further flight after the inspection where the crack is found.	Not applicable.

**Note 1:** The 110-hour TIS interval repetitive inspection time is established to allow this action to be accomplished with regular maintenance. The FAA initially determined that 100-hour TIS intervals would provide the safety intent, but has since determined that the 110-hour TIS intervals would provide the same safety intent while providing a 10-percent time flexibility in scheduling to coincide with regular maintenance.

**Note 2:** The compliance times specified in Cessna Service Bulletin MEB99-3, dated May 6, 1999, are different than those required by this AD. The times in this AD take precedence over those in the service bulletin.

(e) *Can I comply with this AD in any other way?*

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Wichita Aircraft Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209.

(2) Alternative methods of compliance that were approved in accordance with AD 99-11-13 are considered approved as alternative methods of compliance for this AD.

**Note 3:** This AD applies to each airplane identified in paragraph (a) of this AD, 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 you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Eual Conditt, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209, telephone: (316) 946-4128; facsimile: (316) 946-4407.

(g) *What if I need to fly the airplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your airplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Cessna Service Bulletin MEB99-3, dated May 6, 1999. The Director of the Federal Register previously approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51, as of June 21, 1999 (64 FR 29781; June 3, 1999). You can get copies from the Cessna Aircraft Company, P.O. Box 7706, Wichita, Kansas 67277. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) *Does this AD action affect any existing AD actions?* This amendment supersedes AD 99-11-13, Amendment 39-11184.

(j) *When does this amendment become effective?* This amendment becomes effective on December 21, 2000.

Issued in Kansas City, Missouri, on November 2, 2000.

**Michael K. Dahl,**

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

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2000-NE-11-AD; Amendment 39-11912; AD 2000-20-01]

RIN 2120-AA64

#### Airworthiness Directives; Turbomeca Arriel 1 Series Turboshift Engines; Correction

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

**ACTION:** Final rule; correction

**SUMMARY:** This document makes a correction to Airworthiness Directive (AD) 2000-20-01 applicable to Turbomeca Arriel 1 series turboshift engines that was published in the **Federal Register** on October 2, 2000 (65 FR 58640). The listing of helicopters on which the affected engines might be installed in the table in the Applicability section is incorrect. This document corrects that listing. In all other respects, the original document remains the same.

**EFFECTIVE DATE:** October 17, 2000.

**FOR FURTHER INFORMATION CONTACT:** James Rosa, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7152, fax (781) 238-7199.

**SUPPLEMENTARY INFORMATION:** A final rule airworthiness directive (FR Doc 00-24900) applicable to Turbomeca Arriel 1 series turboshift engines, was published in the **Federal Register** on October 2, 2000 (65 FR 58640). The following correction is needed:

**§ 39.13 [Corrected]**

On page 58641, in the second column, in the APPLICABILITY Section, the

table in the third paragraph from the top of the column,

Eurocopter AS 356 C .....	Eurocopter AS 365 C1 .....	Eurocopter AS 350 BA.
Eurocopter AS 356 N2 .....	Eurocopter AS 350 B .....	Eurocopter AS 350 B2N.
Eurocopter AS 350 D .....	Eurocopter AS 550 U2 .....	Augusta A109K2.
Sikorsky S76A .....	Sikorsky 76A .....	Sikorsky 76A.
Sikorsky S76C".		

is corrected to read “

Eurocopter SA 365 C; .....	Eurocopter SA 365 C1; .....	Eurocopter AS 350 BA;
Eurocopter AS 365 N2; .....	Eurocopter AS 350 B; .....	Eurocopter AS 350 B2;
Sikorsky S76C; .....	Augusta A109K2”.	

Issued in Burlington, MA, on September 21, 2000.

**David A. Downey,**

*Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2000-NM-76-AD; Amendment 39-11992; AD 2000-23-19]

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 supersedes an existing airworthiness directive (AD), applicable to certain Saab Model SAAB SF340A and SAAB 340B series airplanes, that currently requires inspections to detect damage or cracking of the forward and aft attachment lugs of the flap fittings at wing station (WS) 123.38; an inspection to verify that the sizes of the holes of the flap fittings are within specified limits and to ensure that the swaged bushings are not loose; and modification of the flap fittings. This amendment requires repetitive accomplishment of the inspections using improved inspection methods; a one-time visual and repetitive general visual and detailed visual inspections; new repetitive non-destructive test (NDT) inspections; and corrective and follow-on actions, as necessary. This amendment also provides for terminating action for all repetitive inspections and revises the applicability of the existing AD. The actions specified by this AD are intended to prevent high bearing stress on the bushings of the flap fittings, which could result in wear

on the bushings, cracking of the flap fittings, and breakage of the lugs; these conditions could result in jamming of the flaps and consequent reduced controllability of the airplane.

**DATES:** Effective January 2, 2001.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 2, 2001.

**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, 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) by superseding AD 96-25-06 R1, amendment 39-9891 (62 FR 3209, January 22, 1997), which is applicable to certain Saab Model SAAB SF340A and SAAB 340B series airplanes, was published in the **Federal Register** on July 31, 2000 (65 FR 46667). The action proposed to continue to require inspections to detect damage or cracking of the forward and aft attachment lugs of the flap fittings at wing station (WS) 123.38; an inspection to verify that the sizes of the holes of the flap fittings are within specified limits and to ensure that the swaged bushings are not loose; and modification of the flap fittings. The action also proposed to require repetitive accomplishment of the inspections using improved inspection methods; a one-time visual and

repetitive general visual and detailed visual inspections; new repetitive non-destructive test (NDT) inspections; and corrective and follow-on actions, as necessary. Additionally, the action also proposed to provide for terminating action for all repetitive inspections and to revise the applicability of the existing AD.

#### 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 303 airplanes of U.S. registry will be affected by this AD.

It will take approximately 1 work hour per airplane to accomplish the required repetitive general visual inspections, at an average labor rate of \$60 per work hour.

Based on these figures, the cost impact of the required general visual inspections on U.S. operators is estimated to be \$18,180, or \$60 per airplane, per inspection cycle.

It will take approximately 1 work hour per airplane to accomplish the required one-time general visual inspection, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the required general visual inspection on U.S. operators is estimated to be \$18,180, or \$60 per airplane.

It will take approximately 1 work hour per airplane to accomplish the required repetitive detailed visual inspections, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the required detailed visual inspections on U.S.