

the pork or pork product containers were opened and resealed en route by an appropriate official of the Government of Mexico and the pork or pork product was not contaminated or exposed to contamination during movement from Sonora or Yucatan to the United States.

(Approved by the Office of Management and Budget under control number 0579-0138)

Done in Washington, DC, this 6th day of January 2000.

Bobby R. Acord,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 00-589 Filed 1-10-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-24-AD; Amendment 39-11498; AD 2000-01-01]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A300 B2-1A, B2-1C, B2-203, B2K-3C, B4-103, B4-2C, and B4-203 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 B2-1A, B2-1C, B2-203, B2K-3C, B4-103, B4-2C, and B4-203 series airplanes, that requires modification of the wire harness routing next to the pitch artificial feel unit, and removal of the green and yellow colors from various connectors. 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 electrical connections of the actuators of the green and yellow hydraulic systems for the pitch artificial feel unit from being cross connected due to the design of the wire harness routing, which could result in a stiff elevator control at takeoff, and consequent reduced controllability of the airplane.

DATES: Effective February 15, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 15, 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 B2-1A, B2-1C, B2-203, B2K-3C, B4-103, B4-2C, and B4-203 series airplanes was published in the **Federal Register** on November 16, 1999 (64 FR 62131). That action proposed to require modification of the wire harness routing next to the pitch artificial feel unit, and removal of the green and yellow colors from various connectors.

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 1 airplane of U.S. registry will be affected by this AD, that it will take approximately 3 work hours per airplane to accomplish the required replacement, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$3,079 per airplane. Based on these figures, the cost impact of the AD on the single U.S. operator is estimated to be \$3,259.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed 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:

2000-01-01 Airbus Industrie: Amendment 39-11498. Docket 99-NM-24-AD.

Applicability: Model A300 B2-1A, B2-1C, B2-203, B2K-3C, B4-103, B4-2C, and B4-203 series airplanes; except those airplanes on which Airbus Modification 10702S20752 (reference Airbus Service Bulletin A300-27-0184, dated August 19, 1996, or Revision 01, dated December 4, 1998) has been accomplished, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 the electrical connections of the actuators of the green and yellow hydraulic systems for the pitch artificial feel unit from being cross connected due to the design of the wire harness routing, which could result in a stiff elevator control at takeoff, and consequent reduced controllability of the airplane, accomplish the following:

Replacement and Removal

(a) Within 24 months after the effective date of this AD, perform the actions specified

in paragraphs (a)(1) and (a)(2) of this AD in accordance with Airbus Service Bulletin A300-27-0184, Revision 01, dated December 4, 1998.

(1) Replace the wire harness routing with a new, improved wire harness routing.

(2) Remove the green and yellow colors from the connectors specified in the service bulletin.

Note 2: Accomplishment of the actions in paragraph (a) of this AD in accordance with Airbus Service Bulletin A300-27-0184, dated August 19, 1996, is considered acceptable for compliance with 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 §§ 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 actions shall be done in accordance with Airbus Service Bulletin

A300-27-0184, Revision 01, dated December 4, 1998, which contains the following list of effective pages:

Revision Level Date

Page No.	Revision level shown on page	Date shown on page
1-8	1	December 4, 1998.
9-30	Original	August 19, 1996.

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 98-447-264(B), dated November 18, 1998.

(e) This amendment becomes effective on February 15, 2000.

Issued in Renton, Washington, on January 3, 2000.

Donald L. Riggins,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 00-376 Filed 1-10-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-80-AD; Amendment 39-11499; AD 2000-01-02]

RIN 2120-AA64

Airworthiness Directives; Raytheon Model BAe.125 Series 1000A and 1000B Airplanes and Model Hawker 1000 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Raytheon Model BAe.125 series 1000A and 1000B airplanes and Model Hawker 1000 series airplanes, that requires an inspection to determine the integrity of the duct connection on both ends of the turbine air discharge duct in the air conditioning system; an inspection to measure the bead height on the ends of the turbine air discharge duct; and corrective actions, if necessary. This amendment is prompted by reports indicating that the turbine air discharge duct disconnected from the cold air unit (CAU) or water separator due to insufficient bead height on the ends of the turbine air discharge duct. The

actions specified by this AD are intended to prevent such disconnection from the CAU or water separator, which could result in cabin depressurization.

DATES: Effective February 15, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 15, 2000.

ADDRESSES: The service information referenced in this AD may be obtained from Raytheon Aircraft Company, Manager Service Engineering, Hawker Customer Support Department, P.O. Box 85, Wichita, Kansas 67201-0085. 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 FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Paul C. DeVore, Aerospace Engineer, Systems and Propulsion Branch, ACE-116W, FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas