

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]

**BILLING CODE 4910-13-U**

## 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

67209; telephone (316) 946-4142; fax (316) 946-4407.

**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 Raytheon Model BAe.125 series 1000A and 1000B airplanes and Model Hawker 1000 series airplanes was published in the **Federal Register** on October 14, 1999 (64 FR 55638). That action proposed to require 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.

### 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

There are approximately 52 airplanes of the affected design in the worldwide fleet. The FAA estimates that 35 airplanes of U.S. registry will be affected by this AD, that it will take approximately 9 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$18,900, or \$540 per airplane.

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:

**2000-01-02 Raytheon Aircraft Company** (Formerly Beech): Amendment 39-11499. Docket 99-NM-80-AD.

**Applicability:** All Model BAe.125 series 1000A and 1000B airplanes and Model Hawker 1000 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 (d) 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 turbine air discharge duct in the air conditioning system from disconnecting from the CAU or water separator in flight, which could result in cabin depressurization, accomplish the following:

### Inspections

(a) Within 25 flight hours after the effective date of this AD, perform a general visual inspection to determine the integrity of the duct connections (i.e., ensure that the duct and securing clamps are in place, the sleeve is central to the joint gap, and the clamps are clear of the duct bead) on both ends of the turbine air discharge duct in accordance with Raytheon Service Bulletin SB 21-3108, dated November 1998. If any discrepancy is detected, prior to further flight, adjust the clamps in accordance with the service bulletin.

**Note 2:** For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

(b) Within 300 flight hours or 6 months after the effective date of this AD, whichever occurs first, perform a one-time detailed inspection to measure the bead height on the ends of the turbine air discharge duct in accordance with Raytheon Service Bulletin SB 21-3108, dated November 1998. If the bead height does not conform to the dimension shown in the service bulletin, prior to further flight, either rework the duct or replace the duct with a new duct, in accordance with the service bulletin.

**Note 3:** For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

### Spares

(c) As of the effective date of this AD, no person shall install a turbine air discharge duct, part number 25-9VF425-1A, on any airplane, unless that duct has been inspected in accordance with Part II of Raytheon Service Bulletin SB 21-3108, dated November 1998.

### 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, Wichita Aircraft Certification Office (ACO), FAA, Small 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, Wichita ACO.

**Note 4:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

**Special Flight Permits**

(e) 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**

(f) The actions shall be done in accordance with Raytheon Service Bulletin SB 21-3108, dated November 1998. 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 Raytheon Aircraft Company, Manager Service Engineering, Hawker Customer Support Department, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Transport Airplane Directorate, 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.

(g) 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. 00-375 Filed 1-10-00; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. 98-CE-84-AD; Amendment 39-11507; AD 98-19-15 R1]

RIN 2120-AA64

**Airworthiness Directives; Fairchild Aircraft, Inc. SA226 and SA227 Series Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment revises Airworthiness Directive (AD) 98-19-15, which currently requires incorporating information into the Limitations Section of the airplane flight manual (AFM) that imposes a speed restriction and a minimum pilot requirement for Fairchild Aircraft, Inc. (Fairchild) SA226 and SA227 series airplanes equipped with Barber-Colman pitch trim actuators, part number (P/N) 27-19008-001/-004 or P/N 27-19008-002/-005. Since AD 98-19-15 became effective, improved design pitch trim actuators have been developed that,

when installed, will eliminate the speed restriction and minimum pilot requirements of the current AD. This AD requires incorporating these installations as a method of complying with the current AD. The actions specified by this AD are intended to lessen the possibility of airplane pitch up caused by mechanical failure of the pitch trim actuator, which could result in a pitch upset and structural failure of the airplane.

**DATE:** Effective March 3, 2000.

**ADDRESSES:** Service information that applies to this AD may be obtained from Fairchild Aircraft, Inc., P.O. Box 790490, San Antonio, Texas 78279-0490; telephone: (800) 577-7273; facsimile: (210) 824-3869. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-84-AD, 901 Locust, Room 506, Kansas City, Missouri 64106.

**FOR FURTHER INFORMATION CONTACT:** Mr. Werner G. Koch, Aerospace Engineer, FAA, Aircraft Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5133; facsimile: (817) 222-5960.

**SUPPLEMENTARY INFORMATION:****Events Leading to the Issuance of This AD**

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Fairchild SA226 and SA227 series airplanes equipped with Barber-Colman pitch trim actuators, part number (P/N) 27-19008-001/-004 or P/N 27-19008-002/-005 was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on September 23, 1999 (64 FR 51479). The NPRM proposed to revise AD 98-19-15. AD 98-19-15 Amendment 39-10794 (63 FR 50983, September 24, 1998), currently requires incorporating the following information into the applicable AFM on Fairchild SA226 and SA227 airplanes that are equipped with Barber-Colman pitch trim actuators, P/N 27-19008-001/-004 or P/N 27-19008-002/-005:

- "Limit the maximum indicated airspeed to maneuvering airspeed (Va) as shown in the appropriate airplane flight manual (AFM)." and
- "The minimum crew required is two pilots."

The following service information describes the AFM requirements:—Fairchild Service Letter 226-SL-017, FAA Approved: August 26, 1998; Revised: September 2, 1998;

—Fairchild Service Letter 227-SL-033, FAA Approved: August 26, 1998; Revised: September 2, 1998; and  
—Fairchild Service Letter CC7-SL-023, FAA Approved: August 26, 1998; Revised: September 2, 1998.

The NPRM proposed to retain the requirements of the existing AD, and would provide the option of incorporating one of the design alternatives developed since the issuance of AD 98-19-15. These design alternatives are:

- Barber-Colman P/N 27-19008-006 or P/N 27-19008-007 pitch trim actuators. Procedures to install these pitch trim actuators are contained in Fairchild Service Bulletin 226-27-064, Fairchild Service Bulletin 227-27-046, and Fairchild Service Bulletin CC7-27-015. All airplane models are eligible for this installation and airplane models vary by service bulletin;
- Simmonds-Precision P/N DL5040M5 or P/N DL5040M6 pitch trim actuators. All airplane models are eligible for this installation. Procedures and limitations to install these pitch trim actuators for the Models SA227-CC and SA227-DC airplanes are contained in Fairchild Service Bulletin CC7-27-014, and are contained in engineering data for all other models (contact Fairchild); and
- Simmonds-Precision P/N DL5040M8 pitch trim actuators. Procedures and limitations to install these pitch trim actuators are contained in Fairchild Service Bulletin 227-27-045, Fairchild Service Bulletin 226-27-063, and Fairchild Service Bulletin CC7-27-013. All airplane models are eligible for this installation and airplane models vary by service bulletin.

These pitch trim actuators, when installed, would eliminate the need for the requirements of AD 98-19-15.

Interested persons have been afforded an opportunity to participate in the making of this amendment. One comment was received in favor of the NPRM and no comments were received on the FAA's determination of the cost to the public.

**The FAA's Determination**

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden