

amendment 39-11495, to read as follows:

99-27-14 Airbus Industrie: Amendment 39-11495. Docket 99-NM-336-AD. Supersedes AD 99-01-05, Amendment 39-10980.

Applicability: All 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 (c) 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 inadvertent opening of a thrust reverser door in the event of failure of the primary and secondary locks of the thrust reverser, which could result in reduced controllability of the airplane, accomplish the following:

Operational Test

(a) Prior to the accumulation of 1,300 total flight hours, or within 500 flight hours after January 25, 1999 (the effective date of AD 99-01-15, amendment 39-10980), whichever occurs later, perform an operational test (inspection) to ensure proper operation of the actuator of the secondary locks of the thrust reversers, in accordance with Airbus Service Bulletin A340-78-4012, Revision 01, dated December 19, 1996, or Revision 05, dated July 6, 1999. Thereafter, repeat the operational test at intervals not to exceed 1,300 flight hours. After the effective date of this AD, only Revision 05 of the service bulletin shall be used.

Note 2: The Airbus service bulletin references ROHR Service Bulletin RA34078-47, Revision 1, dated November 30, 1996, as an additional source of service information for accomplishment of the operational test.

Corrective Action

(b) If any discrepancy is detected during any operational test (inspection) required by paragraph (a) of this AD, prior to further flight, replace the actuator of the secondary lock with a new or serviceable actuator, in accordance with ROHR Service Bulletin RA34078-47, Revision 1, dated November 30, 1996.

Alternative Methods of Compliance

(c) 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

(d) 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

(e) The operational tests and replacement shall be done in accordance with Airbus Service Bulletin A340-78-4012, Revision 01, dated December 19, 1996; Airbus Service Bulletin A340-78-4012, Revision 05, dated July 6, 1999; and ROHR Service Bulletin RA3478-47, Revision 1, dated November 30, 1996, which contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1, 5, 6	1	November 30, 1996.
2-4, 7	Original	September 16, 1996.

(1) The incorporation by reference of Airbus Service Bulletin A340-78-4012, Revision 05, dated July 6, 1999, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Airbus Service Bulletin A340-78-4012, Revision 01, dated December 19, 1996; and ROHR Service Bulletin RA34078-47, Revision 1, dated November 30, 1996; was approved previously by the Director of the Federal Register as of January 25, 1999 (64 FR 1108, January 8, 1999).

(3) Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; and ROHR, Inc., 850 Lagoon Drive, Chula Vista, California 91912. 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 1999-265-117(B), dated June 30, 1999.

(f) This amendment becomes effective on January 21, 2000.

Issued in Renton, Washington, on December 28, 1999.

D.L. Riffin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ASW-25]

Revision of Class E Airspace; Beaumont, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of a direct final rule which revises Class E airspace at Beaumont, TX.

EFFECTIVE DATE: The direct final rule published at 64 FR 58331 is effective 0901 UTC, February 24, 2000.

FOR FURTHER INFORMATION CONTACT:

Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone: 817-222-5593.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on October 29, 1999, (64 FR 58331). The FAA uses the direct final rulemaking procedure for a noncontroversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on February 24, 2000. No adverse comments were received, and, thus, this action confirms that this direct final rule will be effective on that date.

Issued in Forth Worth, TX, on December 27, 1999.

JoEllen Casilio,

*Assistant Manager, Air Traffic Division,
Southwest Region.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ASW-26]

Revision of Class E Airspace; El Paso, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of a direct final rule which revises Class E airspace at El Paso, TX.

EFFECTIVE DATE: The direct final rule published at 64 FR 58332 is effective 0901 UTC, February 24, 2000.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone: 817-222-5593.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on October 29, 1999, (64 FR 58332). The FAA uses the direct final rulemaking procedure for a noncontroversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on February 24, 2000. No adverse comments were received, and, thus, this action confirms that this direct final rule will be effective on that date.

Issued in Fort Worth, TX, on December 27, 1999.

JoEllen Casilio,

*Assistant Manager, Air Traffic Division,
Southwest Region.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ASW-24]

Revision of Class E Airspace; Hebbroville, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of a direct final rule which revises Class E airspace at Hebbroville, TX.

EFFECTIVE DATE: The direct final rule published at 64 FR 58329 is effective 0901 UTC, February 24, 2000.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone: 817-222-5593.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on October 29, 1999 (64 FR 58329). The FAA uses the direct final rulemaking procedure for a noncontroversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on February 24, 2000. No adverse comments were received, and, thus, this action confirms that this direct final rule will be effective on that date.

Issued in Fort Worth, TX, on December 27, 1999.

JoEllen Casilio,

*Assistant Manager, Air Traffic Division,
Southwest Region.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 99-ASW-34]

Revision of Class E Airspace; Bonham, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This amendment revises the Class E airspace at Bonham, TX. The development of a Nondirectional Radio Beacon (NDB) Standard Instrument Approach Procedure (SIAP), at Jones Field, Bonham, TX, has made this rule necessary. This action is intended to provide adequate controlled airspace extending upward from 700 feet or more above the surface for Instrument Flight Rules (IFR) operations to Jones Field, Bonham, TX.

DATES: Effective 0901 UTC, April 20, 2000. Comments must be received on or before February 22, 2000.

ADDRESSES: Send comments on the rule in triplicate to Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, Docket No. 99-ASW-34, Fort Worth, TX 76193-0520. The official docket may be examined in the Office of the Regional Counsel, Southwest Region, Federal Aviation Administration, 2601 Meacham Boulevard, Room 663, Forth Worth, TX, between 9:00 AM and 3:00 PM, Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the Airspace Branch, Air Traffic Division, Federal Aviation Administration, Southwest Region, Room 414, Forth Worth, TX.

FOR FURTHER INFORMATION CONTACT: Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone 817-222-5593.

SUPPLEMENTARY INFORMATION: This amendment to 14 CFR part 71 revises the Class E airspace at Bonham, TX. The development of a NDB SIAP, at Jones Field, Bonham, TX, has made this rule necessary. This action is intended to provide adequate controlled airspace extending upward from 700 feet or more above the surface for Instrument Flight Rules (IFR) operations to Jones Field, Bonham, TX.

Class E airspace designations are published in Paragraph 6005 of FAA Order 7400.9G, dated September 1, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR § 71.1. The Class E airspace designation listed in this document will be published subsequently in the order.

The Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and therefore is issuing it as a direct final rule. A