

Actions	Compliance times	Procedures
<p>(2) If a misrouting has been recorded or found during this inspection, install replacement rudder control cables in accordance with the following:</p> <p>(i) Apply corrosion preventive compounds, as necessary, to provide corrosion protection.</p> <p>(ii) Install rudder control cables</p> <p>(iii) Adjust rudder control cables to correct tension and adjust control surface travel.</p> <p>(iv) Perform an operational checkout of the flight control system to ensure proper operation of installed rudder control cables, pulley brackets, guard pins and attaching hardware.</p>	Before further flight after the inspection.	Accomplish this action in accordance with the ACCOMPLISHMENT INSTRUCTIONS paragraph of Raytheon Mandatory Service Bulletin SB 27-3265, Issued: January 2000, and the applicable airplane Maintenance Manual or Shop Manual.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

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

(2) 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.

**Note:** 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 Paul C. DeVore, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4142; 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 Raytheon Mandatory Service Bulletin SB 27-

3265, Issued: January 2000. The director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Raytheon Aircraft Company, P.O. Box 85, Wichita, KS 67201-0085; or on the Internet at <http://www.raytheon.com/rac/servinfo/27-3265.pdf>. This file is in Adobe Portable Document Format. The Acrobat Reader is available at <http://www.adobe.com/>. 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) *When does this amendment become effective?* This amendment becomes effective on January 5, 2001.

Issued in Kansas City, Missouri, on November 20, 2000.

**Marvin R. Nuss,**

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

[FR Doc. 00-30318 Filed 12-1-00; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2000-CE-16-AD; Amendment 39-12012; AD 2000-24-05]

**RIN 2120-AA64**

**Airworthiness Directives; Vulcanair S.p.A. Models P 68 "OBSERVER", P68 "OBSERVER 2", and P68TC "OBSERVER" Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to certain Vulcanair S.p.A. (Vulcanair) Models P 68 "OBSERVER", P68 "OBSERVER 2", and P68TC "OBSERVER" airplanes. This AD requires you to inspect the nose landing gear (NLG) upper strut for evidence of cracking (cracks or crack beginnings), and replace the NLG upper strut if you find evidence of cracking. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Italy. The actions specified by this AD are intended to prevent failure of the NLG upper strut caused by cracking in the area of the seeger retaining ring groove, which could result in loss of control of the airplane.

**DATES:** This AD becomes effective on January 5, 2001.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of January 5, 2001.

**ADDRESSES:** You may get the service information referenced in this AD from Vulcanair S.p.A., Via G. Poscoli, 7, 80026 Casoria (Naples), Italy; telephone: +39-081-5918111; facsimile: +39-081-5918172. You may examine this information at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2000-CE-16-AD, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:**  
Roman Gabrys, Aerospace Engineer,  
FAA, Small Airplane Directorate, 901  
Locust, Room 301, Kansas City,  
Missouri 64106; telephone: (816) 329-  
4141; facsimile: (816) 329-4090.

**SUPPLEMENTARY INFORMATION:**

**Discussion**

*What events have caused this AD?*  
The Ente Nazionale per l'Aviazione  
Civile (ENAC), which is the  
airworthiness authority for Italy,  
recently notified FAA that an unsafe  
condition may exist on certain  
Vulcanair Models P 68 "OBSERVER",  
P68 "OBSERVER 2", and P68TC  
"OBSERVER" airplanes. The ENAC  
reports three instances of cracking of the  
nose landing gear (NLG) upper strut,  
part number 4.4173-1, in the area of the  
seeger retaining ring groove.  
Investigation of these instances reveals  
a work defect found during surface  
finishing within the groove. The groove  
is then susceptible to cracks after a hard  
landing.

*What are the consequences if the  
condition is not corrected?* Such  
cracking, if not detected and corrected,  
could result in failure of the NLG upper  
strut, which could result in loss of  
control of the airplane.

*Has FAA taken any action to this  
point?* We issued a proposal to amend  
part 39 of the Federal Aviation  
Regulations (14 CFR part 39) to include  
an AD that would apply to certain  
Vulcanair Models P 68 "OBSERVER",  
P68 "OBSERVER 2", and P68TC  
"OBSERVER" airplanes. This proposal  
was published in the **Federal Register**  
as a notice of proposed rulemaking  
(NPRM) on September 22, 2000 (65 FR  
57296). The NPRM proposed to require  
you to inspect the NLG upper strut for  
evidence of cracking (cracks or crack  
beginnings), and replace the NLG upper  
strut if you find evidence of cracking.

*Was the public invited to comment?*  
Interested persons were afforded an  
opportunity to participate in the making  
of this amendment. No comments were  
received on the proposed rule or the

FAA's determination of the cost to the  
public.

**The FAA's Determination**

*What is FAA's final determination on  
this issue?* After careful review of all  
available information related to the  
subject presented above, we have  
determined that air safety and the  
public interest require the adoption of  
the rule as proposed except for minor  
editorial corrections. We determined  
that these minor corrections:

- will not change the meaning of the  
AD; and
- will not add any additional burden  
upon the public than was already  
proposed.

**Cost Impact**

*How many airplanes does this AD  
impact?* We estimate that this AD affects  
15 airplanes in the U.S. registry.

*What is the cost impact of this AD on  
owners/operators of the affected  
airplanes?* We estimate the following  
costs to accomplish the inspection:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. airplane operators
10 workhours × \$60 per hour = \$600.	No parts required for the inspec- tion.	\$600 per airplane .....	\$600 × 15 = \$9,000.

We estimate the following costs to accomplish any necessary replacements that will be required based on the results of the inspection. We have no way of determining the number of airplanes that may need such replacement:

Labor cost	Parts cost	Total cost per airplane
10 workhours × \$60 per hour = \$600 .....	\$600 per airplane. ....	\$1,200 per airplane

**Regulatory Impact**

*Does this AD impact various entities?*  
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.

*Does this AD involve a significant rule  
or regulatory action?* 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 copy of the final

evaluation prepared for this action is  
contained in the Rules Docket. A copy  
of it may be obtained by contacting 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, under 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. FAA amends § 39.13 by adding a  
new AD to read as follows:

**2000-24-05 Vulcanair S.P.A.** (Partenavia  
Costruzioni Aeronauticas S.p.A  
previously held Type Certificate A31EU):  
Amendment 39-12012; Docket No.  
2000-CE-16-AD.

(a) *What airplanes are affected by this AD?*  
This AD affects Models P 68 "OBSERVER",  
P68 "OBSERVER 2", and P68TC  
"OBSERVER" airplanes, all serial numbers  
up to and including 400, that are certificated  
in any category.

(b) *Who must comply with this AD?*  
Anyone who wishes to operate any of the  
above airplanes must comply with this AD.

(c) *What problem does this AD address?*  
The actions specified by this AD are intended  
to prevent failure of the nose landing gear  
(NLG) upper strut caused by cracking in the  
area of the seeger retaining ring groove,  
which could result in loss of control of the  
airplane.

(d) *What actions must I accomplish to  
address this problem?* To address this  
problem, you must accomplish the following:

Action	Compliance time	Procedures
(1) Inspect, using magnetic particle methods, the NLG upper strut, part number 4.4173-1 (or FAA-approved equivalent part number), for evidence of cracking (cracks or crack beginnings).	Within the next 200 hours time-in-service (TIS) after January 5, 2001 (the effective date of this AD).	Do this inspection in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Vulcanair Service Bulletin No. 98, dated July 31, 1999.
(2) If there is evidence of cracking, replace the NLG upper strut with a new NLG upper strut, part number 4.4173-1 (or FAA-approved equivalent part number).	Prior to further flight after the inspection where evidence of cracking is found.	Use the procedures in the maintenance manual.
(3) Do not install any NLG upper strut, part number 4.4173-1, unless it is new from the factory, or has been inspected as required in paragraph (d)(1) of this AD and is found to not have any evidence of cracking.	As of January 5, 2001 (the effective date of this AD).	Not Applicable.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

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

(2) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

**Note 1:** 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 Roman Gabrys, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4141; facsimile: (816) 329-4090.

(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 Vulcanair Service Bulletin No. 98, dated July 31, 1999. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Vulcanair S.p.A., Via G. Poscoli, 7, 80026 Casoria (Naples), Italy. 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) *When does this amendment become effective?* This amendment becomes effective on January 5, 2001.

**Note 2:** The subject of this AD is addressed in Italian AD 2000-004, dated January 10, 2000.

Issued in Kansas City, Missouri, on November 20, 2000.

**Marvin R. Nuss,**

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

[FR Doc. 00-30317 Filed 12-1-00; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2000-NM-112-AD; Amendment 39-12010; AD 2000-24-03]

**RIN 2120-AA64**

#### **Airworthiness Directives; Dornier Model 328-100 Series Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to all Dornier Model 328-100 series airplanes, that currently requires revising the Airplane Flight Manual (AFM) to provide the flightcrew with additional information regarding procedures to ensure complete pressurization of the hydraulic lines for the flaps. This amendment requires revising the existing AFM revision to include a flap system test to be performed prior to the first flight of the day. This amendment also requires, for certain airplanes, modification of the flap actuators of the flight controls. The actions specified by this AD are intended to prevent an uncommanded retraction of the flaps during takeoff, which could result in an aborted takeoff and consequent potential for runway overrun.

**DATES:** Effective January 8, 2001.

The incorporation by reference of certain publications, as listed in the regulations, is approved by the Director

of the Federal Register as of January 8, 2001.

The incorporation by reference of Dornier 328 All Operators Telefax AOT-328-27-016, dated July 31, 1998, as listed in the regulations, was approved previously by the Director of the Federal Register as of November 12, 1998 (63 FR 57244, October 27, 1998).

**ADDRESSES:** The service information referenced in this AD may be obtained from FAIRCHILD DORNIER, DORNIER Luftfahrt GmbH, P.O. Box 1103, D-82230 Wessling, Germany. 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) by superseding AD 98-22-07, amendment 39-10854 (63 FR 57244, October 27, 1998), which is applicable to all Dornier Model 328-100 series airplanes, was published in the **Federal Register** on August 29, 2000 (65 FR 52365). The action proposed to continue to require revising the Airplane Flight Manual (AFM) to provide the flightcrew with additional information regarding procedures to ensure complete pressurization of the hydraulic lines for the flaps. The action also proposed to require revising the existing AFM revision to include a flap system test to be performed prior to the first flight of the day. Additionally, the action proposed to add a requirement, for certain airplanes, for modification of the flap actuators of the flight controls.