

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

A320-28-1077, dated July 9, 1999. 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 3:** The subject of this AD is addressed in French airworthiness directive 2000-006-144(B), dated January 12, 2000.

(e) This amendment becomes effective on August 28, 2000.

Issued in Renton, Washington, on July 13, 2000.

**Donald L. Riggins,**

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

[FR Doc. 00-18282 Filed 7-21-00; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-CE-21-AD; Amendment 39-11819; AD 2000-09-15 R1]

RIN 2120-AA64

#### Airworthiness Directives; Mitsubishi Heavy Industries, Ltd., MU-2B Series Airplanes

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

**ACTION:** Final rule; correction.

**SUMMARY:** This amendment clarifies information contained in Airworthiness Directive (AD) 2000-09-15, which currently requires you to incorporate modifications to the airplane operating systems on all Mitsubishi Heavy Industries, Ltd. (Mitsubishi) MU-2B series airplanes. The Federal Aviation Administration (FAA) inadvertently omitted service information from the AD that is needed to accomplish these modifications on some of the affected airplanes. This document retains the requirements of AD 2000-09-15, and adds the service information to the AD. The actions specified in this AD are intended to continue to assist in preventing departure from controlled flight while operating in icing conditions.

**DATES:** The effective date of this AD is July 24, 2000.

The Director of the Federal Register approved the incorporation by reference of certain publications as of July 24, 2000.

**ADDRESSES:** You may get the service information referenced in this AD from Mitsubishi Heavy Industries America, Inc., 15303 Dallas Parkway, suite 685, LB-77, Addison, Texas 75001-4692; telephone: (972) 980-5001, facsimile: (972) 980-5091. You may examine this information at FAA, Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-21-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:** Contact one of the following for questions or more information related to this subject: Scott Sedgwick, Aerospace Engineer, Small Airplane Directorate, FAA, 901 Locust, Room 301, Kansas City, Missouri 64106, telephone: (816) 329-4132; facsimile: (816) 329-4090; Carl Fountain, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Boulevard, Lakewood, California 90712; telephone: (562) 627-5222; facsimile: (562) 627-5228; or Alma Ramirez-Hodge, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5147; facsimile: (817) 222-5960.

#### SUPPLEMENTARY INFORMATION:

##### Discussion

*Has FAA Taken Any Action to This Point?*

Several icing-related incidents and accidents of MU-2B series airplanes and FAA's investigation of both the airplane design and pilot's ability to operate in icing conditions caused FAA to issue AD 2000-09-15, Amendment 39-11724 (65 FR 30865, May 15, 2000). This AD requires you to incorporate the following airplane operating systems: —a deice monitoring system; —an automatic autopilot disconnect system; and —a trim-in-motion alert system.

*What Has Happened Since AD 2000-09-15 To Initiate This Action?*

The FAA inadvertently omitted service information from the AD that is needed to accomplish these modifications on some of the affected airplanes.

Consequently, we see a need to clarify AD 2000-09-15 to assure that the modifications can be fully carried out.

#### Correction of Publication

This document clarifies the intent of the airplane operating system modifications by incorporating additional service information that is needed to accomplish the actions of AD 2000-09-15 on Mitsubishi MU-2B series airplanes. This document also adds the amendment to § 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

Since this action only clarifies the intent of the Mitsubishi MU-2B series airplane operating system modifications, it has no adverse economic impact and imposes no additional burden on any person than would have been necessary to accomplish the AD as currently written. Therefore, FAA has determined that prior notice and opportunity for public comment are unnecessary.

#### 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 Section 39.13 by removing Airworthiness Directive (AD) 2000-09-15, Amendment 39-11724 (65 FR 30865, May 15, 2000), and by adding a new AD to read as follows:

**2000-09-15 R1 Mitsubishi Heavy Industries, Ltd.:** Amendment 39-11819; Docket No. 97-CE-21-AD; Revises AD 2000-09-15, Amendment 39-11724.

(a) *What airplanes are affected by this AD?* This AD applies to all serial numbers of the following Mitsubishi airplane models, certificated in any category: MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, MU-2B-60

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

(c) *What problem does this AD address?* The actions specified by this AD are intended to assist in preventing

departure from controlled flight while operating in icing conditions.

(d) *What actions must I accomplish to address this problem?* Within 12 calendar months after July 24, 2000 (the effective date of this AD), you must incorporate the following modifications:

(1) Install a pneumatic deice monitoring system. You must use the procedures contained in Test Instrumentation, Inc. Document No. MU2-5001, Rev. E., dated May 21, 1997, and attachment; and Mitsubishi Heavy Industries, Ltd., MU-2

Service Bulletin (SB) No. 232, dated July 2, 1997.

(2) Install a trim-in-motion alerting system and automatic autopilot disconnect system. Use the procedures contained in the following:

(i) Test Instrumentation, Inc. Document No. MU2-1001, Rev. C, dated June 15, 1997, and attachment, or Test Instrumentation, Inc. Document No. MU2-1001, Rev. D, dated December 17, 1997, and attachment; and

(ii) Test Instrumentation, Inc. Document No. MU2-4001, Rev. C, dated June 30, 1997,

and attachment, or Test Instrumentation, Inc. Document No. MU2-4001, Rev. F, dated July 14, 1998, and attachment; and

(iii) Mitsubishi MU-2 SB No. 231, dated July 2, 1997.

(3) Install an auto-ignition (re-light) system. Use the procedures contained in the following:

(i) Mitsubishi Heavy Industries, Ltd., MU-2 SB No. 226, which incorporates the following pages:

| Pages   | Revision level | Date              |
|---|----------------|-------------------|
| 2 through 11, 13 through 23, 27 through 57, 59, and 61 through 93 ..... | A .....        | January 13, 1997. |
| 1, 12, 24, 25, 26, 58, and 60 .....                                     | B .....        | October 27, 1997. |

(ii) Mitsubishi Heavy Industries, Ltd., MU-2 SB No. 086/74-002, dated November 15, 1995.

(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 of one of the following approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager:

(i) Small Airplane Directorate, FAA, 901 Locust, Room 301, Kansas City, Missouri 64106;

(ii) Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Boulevard, Lakewood, California 90712; or

(iii) Fort Worth Airplane Certification Office, FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150.

**Note:** 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 (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 one of the following:

(1) Small Airplane Directorate, FAA, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4132, facsimile: (816) 329-4090;

(2) Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Boulevard, Lakewood, California 90712; telephone: (562) 627-5222; facsimile: (562) 627-5228; or

(3) Fort Worth Airplane Certification Office, FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5147; facsimile: (817) 222-5960.

(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?*

(1) You must accomplish the actions required by this AD in accordance with the service bulletins specified below:

(i) Mitsubishi Heavy Industries, Ltd., MU-2 SB No. 231, dated July 2, 1997;

(ii) Mitsubishi Heavy Industries, Ltd., MU-2 SB No. 232, dated July 2, 1997;

(iii) Test Instrumentation, Inc. Document No. MU2-1001, Rev. C, dated June 15, 1997, and attachment;

(iv) Test Instrumentation, Inc. Document No. MU2-4001, Rev. C, dated June 30, 1997, and attachment;

(v) Test Instrumentation, Inc. Document No. MU2-5001, Rev. E, dated May 21, 1997, and attachment; and

(vi) Mitsubishi Heavy Industries, Ltd., MU-2 SB No. 226, which incorporates the following pages:

| Pages   | Revision Level | Date              |
|---|----------------|-------------------|
| 2 through 11, 13 through 23, 27 through 57, 59, and 61 through 93 ..... | A .....        | January 13, 1997. |
| 1, 12, 24, 25, 26, 58, and 60 .....                                     | B .....        | October 27, 1997. |

(vii) Test Instrumentation, Inc. Document No. MU2-1001, Rev. D, dated December 17, 1997, and attachment;

(viii) Test Instrumentation, Inc. Document No. MU2-4001, Rev. F, dated July 14, 1998, and attachment; and

(ix) Mitsubishi Heavy Industries, Ltd., MU-2 SB No. 086/74-002, dated November 15, 1995.

(2) The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51.

(3) You can get copies from Mitsubishi Heavy Industries America, Inc., 15303 Dallas Parkway, suite 685, LB-77, Addison, Texas 75001-4692. You can look at copies at 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 July 24, 2000.

Issued in Kansas City, Missouri, on July 7, 2000.

**Michael Gallagher,**

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

[FR Doc. 00-17908 Filed 7-21-00; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-NM-260-AD; Amendment 39-11828; AD 2000-14-17]

RIN 2120-AA64

#### Airworthiness Directives; Bombardier Model CL-600-2B19 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to certain Bombardier Model CL-600-2B19 series airplanes, that currently requires revising the Airplane Flight Manual (AFM) to require the flight crew to check, and reset, if necessary, certain instrument settings prior to each takeoff and after any event during which generators are switched. This amendment adds a new revision to the AFM and revises the applicability of the existing AD. This amendment also requires modification of the air data reference systems. 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 uncommanded changes in certain instrument settings on the pilot's and co-pilot's instrument displays, which could result in confusion among the flight crew about the correct position and flight configuration of the airplane.

**DATES:** Effective August 28, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 28, 2000.

**ADDRESSES:** The service information referenced in this AD may be obtained from Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centreville, Montreal, Quebec H3C 3G9, Canada.

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,

Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

#### FOR FURTHER INFORMATION CONTACT:

Peter Cuneo, Aerospace Engineer, Systems and Flight Test Branch, ANE-172, FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7506, fax (516) 568-2716.

#### SUPPLEMENTARY INFORMATION:

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 96-21-02, amendment 39-9778 (61 FR 52688, October 8, 1996), which is applicable to certain Bombardier Model CL-600-2B19 series airplanes, was published in the *Federal Register* on August 6, 1999 (64 FR 42866). The action proposed to supersede AD 96-21-02 to continue to require revising the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to require the flight crew to check, and reset, if necessary, certain instrument settings prior to each takeoff and after any event during which generators are switched. The action also proposed to add a new temporary revision to the Emergency, Normal, and Abnormal Procedures Sections and Supplements 4 and 8 of the FAA-approved AFM to provide information for the flight crew concerning intermittent failures of the air data system resulting in uncommanded changes to the pilot's or co-pilot's flight instruments, and to provide procedures for the flight crew to check and reset certain instrument settings. In addition, the action proposed to limit the applicability of the existing AD to exclude certain airplanes on which the modification was accomplished during manufacture. The action also proposed to require modification of the air data reference systems, which, when accomplished, would terminate the requirement for revising the AFM.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

#### Request to Reference Latest Service Bulletin Revision

One commenter requests that the FAA reference the latest revision to the service bulletin referenced in the proposal as an acceptable means of compliance. The FAA concurs with the commenter's request. Since the issuance

of the proposal, the manufacturer has issued Canadair Regional Jet Service Bulletin S.B. 601R-34-094, Revision 'E,' dated October 12, 1999. The technical content of the service bulletin is similar to Revision 'B,' which is cited in this final rule as the appropriate source of service information for accomplishment of the actions required by this AD. Revision 'E' was issued to provide alternative wiring changes. In addition, the FAA also has determined that accomplishment of the modification in accordance with Revision 'C,' dated September 17, 1998, or Revision 'D,' dated March 12, 1999, is acceptable for compliance.

The FAA has added a note to this final rule to specify that accomplishment of the modification in accordance with Revision 'C,' 'D,' or 'E' of the service bulletin is acceptable for compliance.

#### Request to Delete References to "Series 100" Airplanes

One commenter, the manufacturer, requests that the FAA delete its reference in the proposal to "Series 100" airplanes. The commenter indicates that the reference causes confusion, as a "Series 200" airplane also exists as a marketing designation. [While the "Series 100" is listed on the Type Certificate Data Sheet (TCDS), the "Series 200" is not.] The FAA concurs with this request, and has removed all such references from this final rule.

#### Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes previously described. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

#### Cost Impact

There are approximately 86 airplanes of U.S. registry that will be affected by this AD.

The AFM revision that is currently required by AD 96-21-02, and is retained in this AD, takes approximately 1 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required AFM on U.S. operators is estimated to be \$5,160, or \$60 per airplane.

The new AFM revision that is required by this AD will take approximately 1 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these