

(b) Within 3,000 flight cycles after the effective date of this AD, perform a visual inspection of the MLG assembly for excessive free play, in accordance with Parts 1.A., 1.B., and 1.C. of the Accomplishment Instructions of Fokker Service Bulletin F28/32-151, Revision 1, dated March 12, 1997.

(1) If no discrepancy is detected, repeat the visual inspection thereafter at intervals not to exceed 3,000 flight cycles.

(2) If any discrepancy is detected, prior to further flight, correct the discrepant condition in accordance with Parts 1.A., 1.B., and/or 1.C. of the Accomplishment Instructions of the service bulletin, as applicable. Repeat the visual inspection thereafter at intervals not to exceed 3,000 flight cycles.

Note 3: Parts 1.A., 1.B., and 1.C. of the Accomplishment Instructions of Fokker Service Bulletin F28/32-151, Revision 1, dated March 12, 1997, reference Fokker F.28 AMM, Chapters 32-10-01, 32-10-00, and 32-10-04, as additional sources of service information to accomplish the actions required by this AD.

(c) Within 30 months after the effective date of this AD, accomplish paragraphs (c)(1) and (c)(2) of this AD.

(1) Install torque link dampers and associated sub-assemblies in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin F28/32-151, Revision 1, dated March 12, 1997. Accomplishment of the installation constitutes terminating action for the repetitive inspection requirements of this AD.

(2) Revise the FAA-approved maintenance program to incorporate a visual inspection of the oil level of the torque-link dampers thereafter at intervals not to exceed 250 flight hours, and incorporate a scheduled overhaul of each damper concurrent with the overhaul of the MLG on which it is installed, in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin F28/32-151, Revision 1, dated March 12, 1997.

Note 4: After the maintenance program is revised to include the required inspection and overhaul actions in accordance with paragraph (c)(2) of this AD, operators do not need to make a maintenance log entry to show compliance with this AD each time those actions are accomplished thereafter.

(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, 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 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(e) 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.

(f) The actions shall be done in accordance with Fokker Service Bulletin F28/32-151, Revision 1, dated March 12, 1997, which includes the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1-6, 10	1	March 12, 1997.
7-9, 11-13 ...	Original	August 9, 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 Fokker Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, the Netherlands. 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 6: The subject of this AD is addressed in Dutch airworthiness directive BLA 1996-103(A), dated August 30, 1996.

(g) This amendment becomes effective on October 26, 1998.

Issued in Renton, Washington, on September 11, 1998.

Dorenda D. Baker,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-24902 Filed 9-18-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-44-AD; Amendment 39-10772; AD 98-20-06]

RIN 2120-AA64

Airworthiness Directives; Aerospatiale Model ATR42 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Aerospatiale Model ATR42 series airplanes, that requires modification of the electrical power supply for the standby horizon indicator. 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 loss of the standby

horizon indicator in the event of failure of emergency direct current (DC) power, which could result in reduced controllability of the airplane during instrument flight rules conditions.

DATES: Effective October 26, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 26, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, 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 Aerospatiale Model ATR42 series airplanes was published in the **Federal Register** on May 12, 1998 (63 FR 26106). That action proposed to require modification of the electrical power supply for the standby horizon indicator.

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

The commenter, an operator of the affected airplanes, requests that the proposed rule be revised as follows:

- For airplanes on which Aerospatiale Modification 03059 has not been accomplished, allow accomplishment of the actions specified in the original issue of Avions de Transport Regional Service Bulletin ATR42-34-0090.
- For all other airplanes, Revision 1 of that service bulletin should be required to be accomplished.

The commenter notes that Revision 1 of the service bulletin is specified in the proposed rule as the appropriate source of service information for all affected airplanes. The commenter states that, from a technical standpoint, there is no difference between the original issue and Revision 1 of the service bulletin in regard to installations accomplished on

its fleet. The commenter adds that Revision 1 integrates additional wiring options in Figures 9, 19, and 20 of the service bulletin (in regard to the commenter's fleet) for airplanes on which Aerospatiale Modification 03059 has been accomplished; that modification does not apply to the commenter's fleet.

The FAA does not concur with the commenter's request. The FAA has confirmed that some airplanes on which Aerospatiale Modification 03059 has not been accomplished that have been modified in accordance with the original issue of the service bulletin do not require additional work in accordance with Revision 1. However, other such airplanes do require additional work because of certain changes in the wiring design contained in Revision 1.

An operator of airplanes that have been modified previously in accordance with the original issue of the service bulletin should review the work specified in Revision 1 to determine what additional work is necessary for its affected fleet. If no additional work is necessary to conform to Revision 1 of the service bulletin, those airplanes would be considered to be in compliance with the AD, as provided by the phrase, "unless accomplished previously", in the compliance provision of the AD. No change to this final rule is necessary.

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 as proposed.

Cost Impact

The FAA estimates that 88 airplanes of U.S. registry will be affected by this AD, that it will take approximately 10 to 55 work hours per airplane to accomplish the required modification (depending on how many kits are needed for each airplane), 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 between \$52,800 and \$290,400, or between \$600 and \$3,300 per airplane.

The cost impact figures discussed above are 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 substantial direct effects 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, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

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:

98-20-06 Aerospatiale: Amendment 39-10772. Docket 98-NM-44-AD.

Applicability: Model ATR42-200, -300, and -320 series airplanes on which Aerospatiale Modification 4647 has not 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 loss of the standby horizon indicator in the event of failure of emergency direct current (DC) power, which could result in reduced controllability of the airplane during instrument flight rules conditions, accomplish the following:

(a) Within 12 months after the effective date of this AD, modify the electrical power supply for the standby horizon indicator in accordance with Avions de Transport Regional Service Bulletin ATR42-34-0090, Revision 1, dated April 22, 1997.

(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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(c) 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.

(d) The actions shall be done in accordance with Avions de Transport Regional Service Bulletin ATR42-34-0090, Revision 1, dated April 22, 1997, which contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1-4, 15, 29-37, 49-52, 55-62, 69-72.	1	April 22, 1997.
5-14, 16-28, 38-48, 52, 53, 63-68, 73, 74.	Original	December 6, 1997.

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 Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, 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 96-230-066(B), dated October 23, 1996.

(e) This amendment becomes effective on October 26, 1998.

Issued in Renton, Washington, on September 11, 1998.

Dorenda D. Baker,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-24903 Filed 9-18-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-63-AD; Amendment 39-10768; AD 98-20-02]

RIN 2120-AA64

Airworthiness Directives; Saab Model SAAB 2000 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Saab Model SAAB 2000 series airplanes, that requires repetitive inspections to detect chafing of the hydraulic pipe on the emergency uplock release system of the main landing gear (MLG); testing of the hydraulic pipe for leaks, if necessary; and repair of the hydraulic pipe, if necessary. This amendment also requires modification of the attachment bolt and attachment hole on the structural panel, which terminates the repetitive inspection requirements of this AD. 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 chafing between the hydraulic pipe on the emergency uplock release system of the MLG and an attachment bolt on a structural panel, which could result in rupture of the hydraulic pipe, loss of hydraulic pressure, and consequent inability to activate the emergency MLG extension.

DATES: Effective October 26, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 26, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from Saab Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. 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 Saab Model SAAB 2000 series airplanes was published in the **Federal Register** on April 21, 1998 (63 FR 19675). That action proposed to require repetitive inspections to detect chafing of the hydraulic pipe on the emergency uplock release system of the main landing gear (MLG); testing of the hydraulic pipe for leaks, if necessary; and repair of the hydraulic pipe, if necessary. That action also proposed to require modification of the attachment bolt and attachment hole on the structural panel, which would terminate the repetitive inspection requirements of this AD.

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

The commenter, the manufacturer, indicates that it has issued Saab Service Bulletin 2000-29-007, Revision 02, dated May 8, 1998. (The proposed AD references Revision 01 of the service bulletin as the appropriate source of service information for accomplishment of the actions required by the AD.) The commenter notes that Revision 02 of the service bulletin contains no changes to compliance or technical items; it only specifies a change to the aircraft effectivity. The commenter indicates that this effectivity changes does not affect any U.S.-registered airplane.

Based on this comment, the FAA has revised this final rule to include Revision 02 of the service bulletin as an additional source of service information for accomplishment of the requirements of the AD. Additionally, the applicability of this final rule has been revised to add airplane serial number -060 (which is not on the U.S. Register), and to exclude certain airplane serial numbers, as specified in the effectivity of Revision 02 of the service bulletin.

Conclusion

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the

adoption of the rule with the change described previously. The FAA has determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

The FAA estimates that 3 Saab Model SAAB 2000 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 3 work hours per airplane to accomplish the required inspection, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the inspection on U.S. operators is estimated to be \$540, or \$180 per airplane, per inspection cycle.

It will take approximately 6 work hours per airplane to accomplish the required modification, at an average labor rate of \$60 per work hour. Required parts will be supplied by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the modification required by this AD on U.S. operators is estimated to be \$1,080, or \$360 per airplane.

The cost impact figures discussed above are 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 substantial direct effects 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, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

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**.