

**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:

**98-22-03 Saab Aircraft AB:** Amendment 39-10849. Docket 98-NM-188-AD.

**Applicability:** Model SAAB SF340A series airplanes having serial numbers (S/N) -004 through -159 inclusive, and SAAB 340B series airplanes having S/N's -160 through -439 inclusive; on which SAAB Modification 2898 (reference SAAB Service Bulletin 340-32-113, dated November 14, 1997, or Revision 1, dated February 9, 1998) has 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 an incorrect brake combination of the main landing gear (MLG), and consequent reduced controllability of the airplane during take-off and landing, accomplish the following:

(a) Within 2 months after the effective date of this AD, perform a one-time visual inspection of the MLG brake assemblies to determine the brake configuration, in accordance with Saab Service Bulletin 340-32-114, dated May 4, 1998.

(1) If the configuration of the brake assemblies is specified in Table 1 of the service bulletin as permissible combinations, no further action is required by this AD.

(2) If the configuration of the brake assemblies is not specified in Table 1 of the service bulletin as a permissible combination, prior to further flight,

reconfigure the brake assemblies, in accordance with the service bulletin.

(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 SAAB Service Bulletin 340-32-114, dated May 4, 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 Saab Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. 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 Swedish airworthiness directive 1-127, dated May 5, 1998.

(e) This amendment becomes effective on November 27, 1998.

Issued in Renton, Washington, on October 14, 1998.

**Darrell M. Pederson,**

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

[FR Doc. 98-28157 Filed 10-21-98; 8:45 am]

**BILLING CODE 4910-13-U**

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

**[Docket No. 98-NM-185-AD; Amendment 39-10850; AD 98-22-04]**

**RIN 2120-AA64**

**Airworthiness Directives;  
Construcciones Aeronauticas, S.A.  
(CASA) Model C-212 Series Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to all CASA Model C-212

series airplanes, that currently requires replacement of the cover of the power control quadrant pedestal with a cover that incorporates slot protection. This amendment requires repetitive inspections for deterioration or damage of the slot protection installed in the cover of the power control quadrant pedestal. This amendment also requires eventual modification of the cover, which constitutes terminating action for the repetitive inspections. 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 deterioration of the slot protection installed in the cover of the power control quadrant pedestal, which could allow foreign objects to jam or interfere with the power or trim control system and result in reduced controllability of the airplane.

**DATES:** Effective November 27, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 27, 1998.

**ADDRESSES:** The service information referenced in this AD may be obtained from Construcciones Aeronauticas, S.A., Getafe, Madrid, Spain. 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 87-05-05 R2, amendment 39-5968 (53 FR 26039, July 11, 1988), which is applicable to all CASA Model C-212 series airplanes, was published in the **Federal Register** on August 26, 1998 (63 FR 45419). The action proposed to require repetitive inspections for deterioration or damage of the slot protection installed in the cover of the power control quadrant pedestal. The action also proposed to require eventual modification of the cover, which constitutes terminating action for the repetitive inspections.

## 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 38 airplanes of U.S. registry that will be affected by this AD.

The inspection that is required in this new AD action will take 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 inspection required by this AD on U.S. operators is estimated to be \$2,280, or \$60 per airplane, per inspection cycle.

The modification that is required in this new AD action will take approximately 3 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$1,200 per airplane. Based on these figures, the cost impact of the modification required by this AD on U.S. operators is estimated to be \$52,440, or \$1,380 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 removing amendment 39-5968 (53 FR 26039, July 11, 1988), and by adding a new airworthiness directive (AD), amendment 39-10850, to read as follows:

**98-22-04 Construcciones Aeronauticas, S.A. (CASA):** Amendment 39-10850. Docket 98-NM-185-AD. Supersedes AD 87-05-05 R2, amendment 39-5968.

**Applicability:** Model C-212 series airplanes, as listed in CASA C-212 Service Bulletin 212-76-08, dated April 12, 1993; 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)(1) 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 deterioration of the slot protection installed in the cover of the power control quadrant pedestal, which could allow foreign objects to jam or interfere with the power or trim control system and result in reduced controllability of the airplane, accomplish the following:

(a) Within 300 hours time-in-service or 3 months after the effective date of this AD, whichever occurs first, perform a visual inspection for deterioration or damage of the

slot protection installed in the cover of the power control quadrant pedestal.

(1) If no deterioration or damage is detected, repeat the inspection thereafter at intervals not to exceed 300 hours time-in-service or 3 months, whichever occurs first.

(2) If any deterioration or damage is detected, or if no slot protection is installed, prior to further flight, accomplish the modification required by paragraph (b) of this AD.

(b) Within 12 months after the effective date of this AD, modify the cover of the power control quadrant pedestal by installing new, improved slot protection, in accordance with CASA C-212 Service Bulletin SB-212-76-08, dated April 12, 1993. Such modification constitutes terminating action for the inspection requirements of paragraph (a) of this AD.

(c)(1) 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.

(2) Alternative methods of compliance, approved previously in accordance with AD 87-05-05 R2, amendment 39-5968, are not considered to be approved as alternative methods of compliance with this AD.

**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.

(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.

(e) The modification shall be done in accordance with CASA C-212 Service Bulletin SB-212-76-08, dated April 12, 1993. 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 Construcciones Aeronauticas, S.A., Getafe, Madrid, Spain. 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 Spanish airworthiness directive 04/96, dated May 13, 1996.

(f) This amendment becomes effective on November 27, 1998.

Issued in Renton, Washington, on October 14, 1998.

**Darrell M. Pederson,**

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

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