

Jetstream Series 3101, and Jetstream Model 3201 airplanes, all serial numbers, certificated in any category.

Subject

(d) Air Transport Association of America (ATA) Code 32: Landing Gear.

(e) The mandatory continuing airworthiness information (MCAI) states:

Two incidents have been reported where the normal hydraulic supplies were lost due to failure/loss of the steering jack gland housing. This has been attributed to pre-existing thread damage on the steering jack gland housing. Three previous failures may also be due to this failure mechanism.

Failure of the steering jack gland housing resulted in significant damage to the right hand undercarriage bay door, and could result in the nose landing gear jamming in a fully or partially retracted position. Landing in such a condition is considered as potentially unsafe due to the degraded control of the aircraft post touch down.

Changes to the gland have been introduced in order to prevent further recurrence. This AD requires you to install a serviceable steering jack.

Actions and Compliance

(f) Unless already done, within the next 12 months after April 16, 2008 (the effective date of this AD), install a serviceable steering jack that has been modified following APPH Ltd. Service Bulletin 32-78, dated February 2005, as specified in British Aerospace Jetstream Series 3100 and 3200 Service Bulletin 32-JM5417, Original Issue: March 22, 2005.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Attn: Taylor Martin, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4138; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) *Reporting Requirements:* For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the Office of

Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2006-0128, dated May 18, 2006, and British Aerospace Jetstream Series 3100 and 3200 Service Bulletin 32-JM5417, Original Issue: March 22, 2005, for related information.

Material Incorporated by Reference

(i) You must use British Aerospace Jetstream Series 3100 and 3200 Service Bulletin 32-JM5417, Original Issue: March 22, 2005, and APPH Ltd. Service Bulletin 32-78, dated February 2005, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact British Aerospace, BAE Systems, Prestwick International Airport, Ayrshire KA9 2RW, Scotland, telephone: (01292) 675207; fax: (01292) 675704.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on March 4, 2008.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-4647 Filed 3-11-08; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2008-0263; Directorate Identifier 2008-NM-044-AD; Amendment 39-15423; AD 2008-06-11]

RIN 2120-AA64

Airworthiness Directives; Saab Model SAAB SF340A and SAAB 340B (Including Variant 340B (WT)) Series Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for the products listed above. This AD results

from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

Subsequent to an incident on January 2, 2006, when a Saab 340B airplane encountered icing conditions during en route climb and departed controlled flight, the NTSB (National Transportation Safety Board) has issued a number of safety recommendations.

* * * * *

The unsafe condition is possible stalling while operating in icing conditions, which could result in loss of control of the airplane. This AD requires actions that are intended to address the unsafe condition described in the MCAI.

DATES: This AD becomes effective March 27, 2008.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of March 27, 2008.

We must receive comments on this AD by April 11, 2008.

ADDRESSES: You may send comments by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.
- *Fax:* (202) 493-2251.
- *Mail:* U.S. Department of

Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

- *Hand Delivery:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-40, 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone (800) 647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Shahram Daneshmandi, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1112; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION:**Discussion**

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued Airworthiness Directive 2008–0022, dated January 29, 2008 (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

Subsequent to an incident on January 2, 2006, when a Saab 340B airplane encountered icing conditions during en route climb and departed controlled flight, the NTSB (National Transportation Safety Board) has issued a number of safety recommendations.

Different safety actions have been discussed and agreed upon [among] Saab, FAA and EASA (European Aviation Safety Agency) since then to meet the NTSB safety recommendations.

For the reasons described above, this Airworthiness Directive (AD) requires the amendment of the applicable Saab SF340A or 340B Airplane Flight Manual (AFM) to incorporate the changes to the Limitations section and the Performance section as specified in the AFM revisions listed in the * * * AD.

The unsafe condition is possible stalling while operating in icing conditions, which could result in loss of control of the airplane. You may obtain further information by examining the MCAI in the AD docket.

On April 19, 1996, we issued AD 96–01–04 R1, amendment 39–9582 (61 FR 18242, April 25, 1996). That AD is applicable to certain Saab Model SAAB SF340A and SAAB 340B series airplanes. Paragraph (a)(3) of AD 96–01–04 R1 requires revising the Limitations Section of the airplane flight manual (AFM) by inserting certain icing procedures into that section.

Accomplishing the actions required by this new AD terminates the actions required by paragraph (a)(3) of AD 96–01–04 R1.

On November 10, 1999, we issued AD 99–19–14, amendment 39–11303 (64 FR 63622, November 22, 1999). That AD is applicable to certain Saab Model SAAB SF340A, SAAB 340B, and SAAB 2000 series airplanes. Paragraph (a) of AD 99–19–14 requires revising the Limitations Section of the AFM to include certain requirements for activation of the icing protection systems. Accomplishing the actions required by this new AD terminates the actions required by paragraph (a) of AD 99–19–14 for Model SAAB SF340A and SAAB 340B series airplanes.

Relevant Service Information

SAAB has issued the following revisions to the SAAB SF340A and 340B AFMs:

AFM	Document No.	Revision level	Date
SAAB SF340A	AFM 340 A 001	51	November 30, 2007.
SAAB 340B	72LKS5968	21	November 30, 2007.
SAAB 340B	AFM 340 B 001	29	November 30, 2007.

The actions described in this service information are intended to correct the unsafe condition identified in the MCAI.

FAA’s Determination and Requirements of This AD

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with the State of Design Authority, we have been notified of the unsafe condition described in the MCAI and service information referenced above. We are issuing this AD because we evaluated all pertinent information and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

Differences Between the AD and the MCAI or Service Information

We have reviewed the MCAI and related service information and, in general, agree with their substance. But we might have found it necessary to use different words from those in the MCAI to ensure the AD is clear for U.S. operators and is enforceable. In making these changes, we do not intend to differ substantively from the information provided in the MCAI and related service information.

We might also have required different actions in this AD from those in the

MCAI in order to follow FAA policies. Any such differences are highlighted in a NOTE within the AD.

FAA’s Determination of the Effective Date

An unsafe condition exists that requires the immediate adoption of this AD. The FAA has found that the risk to the flying public justifies waiving notice and comment prior to adoption of this rule to prevent possible stalling while operating in icing conditions, which could result in loss of control of the airplane. Therefore, we determined that notice and opportunity for public comment before issuing this AD are impracticable and that good cause exists for making this amendment effective in fewer than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and opportunity for public comment. We invite you to send any written relevant data, views, or arguments about this AD. Send your comments to an address listed under the **ADDRESSES** section. Include “Docket No. FAA–2008–0263; Directorate Identifier 2008–NM–044–AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments

received by the closing date and may amend this AD because of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this AD.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. “Subtitle VII: Aviation Programs,” describes in more detail the scope of the Agency’s authority.

We are issuing this rulemaking under the authority described in “Subtitle VII, Part A, Subpart III, Section 44701: General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We determined that this AD will not have federalism implications under Executive Order 13132. This AD 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.

For the reasons discussed above, I certify this AD:

1. Is not a "significant regulatory action" under Executive Order 12866;
2. Is not a "significant rule" under the 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.

We prepared a regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD docket.

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 FAA amends 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. The FAA amends § 39.13 by adding the following new AD:

2008–06–11 Saab AB, Saab Aerosystems (Formerly Saab Aircraft AB): Amendment 39–15423. Docket No. FAA–2008–0263; Directorate Identifier 2008–NM–044–AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective March 27, 2008.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to all Saab Model SAAB SF340A and SAAB 340B (including Variant 340B (WT)) series airplanes, certificated in any category.

Subject

- (d) Air Transport Association (ATA) of America Code 30: Ice and rain protection.

Reason

(e) The mandatory continued airworthiness information (MCAI) states:

Subsequent to an incident on January 2, 2006, when a Saab 340B airplane encountered icing conditions during en route climb and departed controlled flight, the NTSB (National Transportation Safety Board) has issued a number of safety recommendations.

Different safety actions have been discussed and agreed upon [among] Saab, FAA and EASA (European Aviation Safety Agency) since then to meet the NTSB safety recommendations.

For the reasons described above, this Airworthiness Directive (AD) requires the amendment of the applicable Saab SF340A or 340B Airplane Flight Manual (AFM) to incorporate the changes to the Limitations section and the Performance section as specified in the AFM revisions listed in the * * * AD.

The unsafe condition is possible stalling while operating in icing conditions, which could result in loss of control of the airplane.

Actions and Compliance

- (f) Within 30 days after the effective date of this AD, unless already done, revise the Limitations and Performance sections in the applicable AFM specified in Table 1 of this AD by incorporating the information in the applicable revision specified in Table 1.

TABLE 1.—APPLICABLE AFMS

AFM	Document No.	Revision level	Date
SAAB SF340A	AFM 340 A 001	51	November 30, 2007.
SAAB 340B	72LKS5968	21	November 30, 2007.
SAAB 340B	AFM 340 B 001	29	November 30, 2007.

Note 1: The action required by paragraph (f) of this AD may be done by inserting into the appropriate AFM sections a copy of the applicable revision listed in Table 1 of this AD. When this revision has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, provided the relevant information in the general revision is identical to that in the revision listed in Table 1 of this AD.

Note 2: The AFM areas affected by this AD are:

- (1) Definition of icing conditions;
- (2) Operation in icing conditions;
- (3) Minimum airspeeds in icing conditions;
- (4) Auto pilot mode in icing conditions; and
- (5) Landing field length charts, including effect of V_{REF} speed increment.

Terminating Actions

- (g) For Model SAAB SF340A and SAAB 340B airplanes: Accomplishing the actions required by paragraph (f) of this AD terminates the actions required by paragraph (a)(3) of AD 96–01–04 R1 and paragraph (a) of AD 99–19–14.

FAA AD Differences

Note 3: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

- (h) The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Branch, ANM–116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Attn: Shahram Daneshmandi, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 227–1112; fax (425) 227–1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from

a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) *Reporting Requirements:* For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120–0056.

Related Information

- (i) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2008–0022, dated January 29, 2008, and the applicable AFM revision specified in Table 1 of this AD, for related information.

Material Incorporated by Reference

- (j) You must use the service information specified in Table 2 of this AD to do the actions required by this AD, unless the AD specifies otherwise.

TABLE 2.—MATERIAL INCORPORATED BY REFERENCE

Document	Page Nos.	Revision level	Date
SAAB SF340A Airplane Flight Manual, AFM 340 A 001.	List of Effective Pages: Pages 1–4 through 1–6	51	November 30, 2007.
SAAB 340B Airplane Flight Manual, 72LKS5968	List of Effective Pages: Pages 1–4 through 1–7	21	November 30, 2007.
SAAB 340B Airplane Flight Manual, AFM 340 B 001	List of Effective Pages: Pages 1–4 through 1–6	29	November 30, 2007.

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

(2) For service information identified in this AD, contact Saab Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden.

(3) You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on March 3, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate,
Aircraft Certification Service.

[FR Doc. E8-4660 Filed 3-11-08; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2007-29257; Directorate Identifier 2007-NM-144-AD; Amendment 39-15422; AD 2008-06-10]

RIN 2120-AA64

Airworthiness Directives; Bombardier Model CL-600-2B19 (Regional Jet Series 100 & 440) Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain Bombardier Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes. This AD requires repetitive detailed inspections for cracking of the left side and right side frame and reinforcement angles at fuselage station (FS) 640 between stringer 9 and stringer 12, and corrective actions if necessary. This AD also provides an optional terminating action for the repetitive inspections. This AD results from reports that cracks have been discovered on the frame and reinforcement angles

at FS 640. We are issuing this AD to detect and correct cracking of the frame, which could lead to failure of the fuselage structure and possible loss of the airplane.

DATES: This AD is effective April 16, 2008.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of April 16, 2008.

ADDRESSES: For service information identified in this AD, contact Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (telephone 800-647-5527) is the Document Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Pong K. Lee, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228-7324; fax (516) 794-5531.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an airworthiness directive (AD) that would apply to certain Bombardier Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes. That NPRM was published in the **Federal Register** on September 20, 2007 (72 FR 53704). That NPRM proposed to require repetitive detailed inspections for cracking of the left side and right side frame and reinforcement

angles at fuselage station (FS) 640 between stringer 9 and stringer 12, and corrective actions if necessary.

Comments

We gave the public the opportunity to participate in developing this AD. We have considered the comments received.

Request To Address Possible Terminating Modification

Air Wisconsin requests that we consider including a possible terminating modification in the NPRM. Air Wisconsin states that the NPRM does not recognize other options that can be taken to modify FS640. Air Wisconsin continues that, in fact, a certain option is significantly better, providing a higher level of safety than the modification in Part C of Bombardier Service Bulletin 601R-53-061, Revision E, dated December 7, 2006, including Appendix B, Revision C, dated June 25, 2003 (cited as the appropriate source of service information for doing the proposed actions described in the NPRM), which is an interim modification requiring further inspections. Air Wisconsin continues that Transport Canada Civil Aviation (TCCA) issued an alternate means of compliance (AMOC) indicating that the inspections of Service Bulletin 601R-53-061 can be terminated by doing applicable actions described in Bombardier Alert Service Bulletin A601R-53-059, Revision E, dated March 21, 2005 (or later); or Bombardier Service Bulletin 601R-53-065, Revision A, dated August 24, 2005 (or later). Air Wisconsin states it has already modified 23 airplanes using Service Bulletin A601R-53-059, Revision E; or Bombardier Alert Service Bulletin A601R-53-059, Revision F, dated April 21, 2006; and intends to modify all its other affected airplanes within the next one to two years. Air Wisconsin asserts that any AD issued against Service Bulletin 601R-53-061 should specify that doing the applicable actions described in Service Bulletin A601R-53-059, Revision E or F; or Service Bulletin 601R-53-065, Revision A; is acceptable for terminating the repetitive inspections of Service Bulletin 601R-53-061.