

S.N.E.C.M.A. SB No. OL.593-72-9047-423, dated January 31, 1997, as follows:

(1) Perform the initial inspection no later than 1,000 hours TIS since last X-ray inspection in accordance with paragraph (a) of this AD if no cracks are detected but corrosion is found.

(2) Thereafter, perform inspections at intervals not to exceed 250 hours TIS since last ultrasonic inspection, or 1,000 hours TIS since an X-ray inspection that discovered no cracks, whichever occurs later.

(3) If cracking is found, remove the exhaust diffuser from service and replace with a serviceable part.

(c) 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, Engine Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(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 aircraft to a location where the inspection requirements of this AD can be accomplished.

(e) The actions required by this AD shall be performed in accordance with the following R-R SBs:

Document No.	Pages revision	Date
OL.593-72-9042-422. Total pages: 5	1-5 1	May 23, 1997.
OL.593-72-9047-423. Total pages: 7	1-7 Original	January 31, 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 Rolls-Royce, P.O. Box 3, Filton, Bristol BS12 7QE, England; telephone 01-17-979-1234, fax 01-17-979-7575. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the **Federal Register**, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on October 1, 1998.

Issued in Burlington, Massachusetts, on September 8, 1998.

David A. Downey,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 98-24643 Filed 9-16-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-42-AD; Amendment 39-10760; AD 98-19-19]

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 a one-time inspection to detect discrepancies of the electrical harness of the propeller de-icing system and of the hydraulic pressure pipe from the engine driven pump (EDP); and follow-on corrective actions, if necessary. This action is prompted by the issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent chafing of the hydraulic pressure pipe of the EDP, which could result in charring of the hydraulic tube and consequent engine compartment fire.

DATES: Effective October 21, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 21, 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

March 26, 1998 (63 FR 14651). That action proposed to require a one-time inspection to detect discrepancies of the electrical harness of the propeller de-icing system and of the hydraulic pressure pipe from the engine driven pump (EDP); and follow-on corrective actions, if necessary.

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

One commenter supports the proposed rule.

One commenter requests that the FAA change paragraph (a)(1) of the proposed rule from "prior to further flight, repair in accordance with the service bulletin," to "prior to further flight, if the routing is not correct, it must be rerouted in accordance with Saab Service Bulletin SAAB 2000-30-14 (the appropriate service information referenced in the proposed rule); that a minimum clearance between the pipe and harness has to be assured; and that, if there is chafing through the outer jacket or into the wires, the electrical harness should be repaired." The commenter provided no justification for the suggested change to the proposed rule.

The FAA concurs that the actions to correct any discrepancies could be more specific. Therefore, the FAA has revised paragraph (a)(1) of the final rule to further define and clarify specific "repair" actions as the commenter requests, and as specified in the service bulletin.

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 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 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the inspection, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$180, or \$60 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed 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:

98-19-19 SAAB AIRCRAFT AB:

Amendment 39-10760. Docket 98-NM-42-AD.

Applicability: Saab Model SAAB 2000 series airplanes, serial numbers 004 through 053 inclusive; 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 (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 chafing of the hydraulic pressure pipe of the engine driven pump (EDP), which could result in charring of the hydraulic tube and consequent engine compartment fire, accomplish the following:

(a) Within 30 days after the effective date of this AD, accomplish the actions specified in paragraphs (a)(1) and (a)(2) of this AD, in accordance with Saab Service Bulletin SAAB 2000-30-014, Revision 01, dated January 9, 1998.

(1) Perform a one-time inspection to detect discrepancies (incorrect routing, insufficient clearance, and chafing) of the electrical harness of the propeller de-icing system, left and right sides. If any discrepancy is found, prior to further flight, repair in accordance with the service bulletin. Repair of any discrepancy may involve, but is not limited to, the following corrective actions: Rerouting wires, ensuring adequate clearance between the pipe and the harness, and repairing the electrical harness if chafing has occurred through the outer jacket or into the wires.

(2) Perform a one-time visual inspection to detect chafing of the hydraulic pipe of the EDP, left and right sides. If any chafing is found, prior to further flight, replace the pipe with a new or serviceable part.

(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 §§ 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 SAAB 2000-30-014, Revision 01, dated January 9, 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 SAD No. 1-121, dated January 9, 1998.

(e) This amendment becomes effective on October 21, 1998.

Issued in Renton, Washington, on September 9, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-24658 Filed 9-15-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-107-AD; Amendment 39-10759; AD 98-19-18]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A310, A300-600, and A320 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Airbus Model A310, A300-600, and A320 series airplanes, that currently requires inspections to verify proper installation of the grill over the air extraction duct of the lavatory and to detect blockages in the air extraction duct of the lavatory, and correction of any discrepancies. This amendment adds a requirement for modification of the grill of the air extraction duct, which, when accomplished, terminates the repetitive inspections. This amendment also expands the applicability of the existing AD to include additional airplanes. 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 obstructions in the air extraction system of the lavatory, which may result in the failure of the smoke detection system to detect smoke in the lavatories.

DATES: Effective October 21, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 21, 1998.

The incorporation by reference of Airbus AOT 26-12, Revision 1, dated