

commenters made recommendations to consolidate operating rules in parts 91, 121, and 135. The FAA does not agree with these recommendations. The operations conducted under each part are distinct enough to warrant separate rules, and the regulations provide levels of safety appropriate for each applicable operation.

Several suggestions were made to expand definitions and abbreviations. The FAA finds further definition is not needed. The glossary in 14 CFR part 1 fulfills its purpose of providing clarification of terms used in the regulations that are not self-explanatory or where the normal dictionary definition does not exist or does not apply.

White House Commission on Aviation Safety and Security Recommendations; Response to Public Comments

In addition to requesting public comments as a result of the FAA's Regulatory Review Program, in the **Federal Register** notice dated May 15, 1997, the FAA also requested that the public suggest ways in which the agency might simplify its regulations in response to recommendations from the Commission. In its final report to President Clinton, the Commission recommended that the FAA's regulations be " * * *simplified and, as appropriate, rewritten as plain English, performance-based regulations."

Thirteen comments addressing how to simplify the regulations were received in response to the notice and were forwarded to the appropriate program offices, which are performing an internal review of their regulations in accordance with the Commission's recommendations.

Conclusion

The FAA finds that reviewing public comments to Federal Aviation Regulations assists the FAA in assessing the effectiveness of its regulatory agenda and adjusting the agenda, if necessary. As a result of the 1997 Review of Existing Rules, the FAA identified several issues that it determined will be addressed in future rulemaking projects. In addition, the review offered the FAA a general understanding of the public's concerns regarding the regulations and guidance material. The public comments addressing the Commission's recommendations to simplify the Federal Aviation Regulations will be considered in conjunction with the agency's overall review of its existing and pending regulations in the future. The FAA intends to continue to request public comments to the Federal Aviation Regulations every 3 years to

identify any necessary changes to the FAA's regulatory program.

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

Margaret Gilligan,

Acting Associate Administrator for Regulation and Certification.

[FR Doc. 98-28377 Filed 10-21-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-191-AD; Amendment 39-10848; AD 98-22-02]

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 replacement of the outboard trunnion pin of the shock strut on the main landing gear (MLG) with a new and improved outboard trunnion pin. 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 failure of the outboard trunnion pin due to fatigue cracking, which could result in collapse of the MLG.

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 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 August 26, 1998 (63 FR 45421). That action proposed to require replacement of the outboard trunnion pin of the shock strut on the main landing gear (MLG) with a new and improved outboard trunnion pin.

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

The FAA estimates that 3 airplanes of U.S. registry will be affected by this AD, that it will take approximately 2 work hours per airplane to accomplish the required replacement, and that the average labor rate is \$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 replacement required by this AD on U.S. operators is estimated to be \$360, or \$120 per airplane.

The cost impact figure discussed above is 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:

98-22-02 SAAB Aircraft AB: Amendment 39-10848. Docket 98-NM-191-AD.

Applicability: Model SAAB 2000 series airplanes, serial numbers -002 through -050 inclusive, -052, and -053; 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) 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 failure of the outboard trunnion pin due to fatigue cracking, which could result in collapse of the main landing gear (MLG), accomplish the following:

(a) Prior to the accumulation of 8,200 total landings, or within 60 days after the effective date of this AD, whichever occurs later, replace the outboard trunnion pin of the shock strut on the MLG with a new and improved outboard trunnion pin, in accordance with Saab Service Bulletin 2000-32-042, dated March 27, 1998, including Attachments 1 and 2, dated June 1997.

(b) As of the effective date of this AD, no person shall install on any airplane an outboard trunnion pin having part number (P/N) AIR132900 or AIR134608.

(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, 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.

(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 replacement shall be done in accordance with SAAB Service Bulletin 2000-32-042, dated March 27, 1998, including Attachments 1 and 2, dated June 1997, which contains the following list of effective pages:

Page number	Revision level shown on page	Date shown on page
1-3	Original ..	March 27, 1998.
Attachment 1		
1-4	1	June 1997.
Attachment 2		
1-4	2	June 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 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 1-123, dated March 30, 1998.

(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.

[FR Doc. 98-28156 Filed 10-21-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-29-AD; Amendment 39-10851; AD 98-22-05]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A320 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A320 series airplanes, that requires repetitive inspections to detect fatigue cracking of the lower surface panel on the wing center box; and repair, if necessary. This amendment also requires modification of the lower surface panel on the wing center box, 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 fatigue cracking of the lower surface panel on the wing center box, which could result in reduced structural integrity 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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, 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 Airbus Model A320 series airplanes was