February 16, 1998, or Statement 73PPS1634 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 oil leakage from the propeller gearbox, which could lead to an increase in oil temperature and result in engine shutdown, accomplish the following:

(a) Within 3 days after the effective date of this AD, perform a one-time visual inspection of the borescope plug in the right-and left-hand propeller gearboxes to ensure that the attachment nut that secures the borescope plug to the gearbox is installed, in accordance with Saab Alert Service Bulletin 2000-A72–001, dated June 12, 1998, or Revision 01, dated June 26, 1998.

(1) If the attachment nut is installed, no further action is required by this AD.

(2) If the attachment nut is not installed, prior to further flight, install an attachment nut on the borescope plug, in accordance with the alert 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 inspection and installation shall be done in accordance with Saab Alert Service Bulletin 2000-A72–001, dated June 12, 1998, or Saab Alert Service Bulletin 2000-A72–001, Revision 01, dated June 26, 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 1–129R1, dated June 26, 1998.

(e) This amendment becomes effective on August 24, 1998.

Issued in Renton, Washington, on July 31, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98–21099 Filed 8–6–98; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–NM–116–AD; Amendment 39–10702; AD 98–16–25]

RIN 2120–AA64

Airworthiness Directives; Bombardier Model CL–600–2B19 (Regional Jet Series 100 and 200) Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Bombardier Model CL–600–2B19 (Regional Jet Series 100 and 200) airplanes, that currently requires repetitive inspections to detect discrepancies of the shock strut end caps and attachment pins of the main landing gear (MLG), and replacement of discrepant parts with new parts. It also requires a check for and replacement of certain pins that currently may be installed on some airplanes. This amendment adds a requirement for the installation of new, improved MLG shock strut upper and lower attachment pins, which constitutes terminating action for the repetitive inspections. This amendment also reduces the applicability of the existing AD by removing certain 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 failure of attachment pins and the attachment pin end caps, which could result in failure of the MLG.

DATES: Effective September 11, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 11, 1998.

The incorporation by reference of Messier-Dowty Service Bulletin No. M-DT 17002–32–10, Revision 3, dated September 6, 1996, and Canadair Regional Jet Alert Service Bulletin S.B. A601R–32–062, Revision 'C,' dated September 18, 1996, was previously approved by the Director of the Federal Register as of November 21, 1996 (61 FR 57319, November 6, 1996).

ADDRESSES: The service information referenced in this AD may be obtained from Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada; and Messier-Dowty Inc., 574 Monarch Avenue, Ajax, Ontario L1S 2GB, Canada. 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 FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: George Duckett, Aerospace Engineer,Airframe and Propulsion Branch, ANE–171, FAA, New York Aircraft CertificationOffice, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream,New York 11581; telephone (516) 256–7525; fax (516) 256–2716.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 96–22–14, amendment 39–9803 (61 FR 57319, November 6, 1996), which is applicable to certain BombardierModel CL–600–2B19 (Regional Jet Series 100 and 200) airplanes, was published in the **Federal Register** on June 9, 1998 (63 FR 31377). The action proposed to continue to require repetitive inspections to detect discrepancies of the shock strut end caps and attachment pins of the main landing gear (MLG), and replacement of discrepant parts with new parts. It also proposed to continue to require a check for and replacement of certain pins that currently may be installed on some airplanes. The action proposed to add a requirement for the installation of new, improved MLG shock strut upper and lower attachment pins, which would constitute terminating action for the repetitive inspections. That action also proposed to reduce the applicability of the existing AD by removing certain airplanes.

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 theFAA'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 41 Model CL–600–2B19 (Regional Jet Series 100 and 200) airplanes of U.S. registry that will be affected by this AD.

The actions that are currently required by AD 96–22–14, and retained in this AD, take approximately 25 work hours per airplane to accomplish, at an average labor rate of$60 per work hour. Based on these figures, the cost impact of the currently required actions on U.S. operators is estimated to be $61,500, or $1,500 per airplane.

The new actions that are required by this new AD will take approximately 13 work hours per airplane to accomplish, 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 new requirements of this AD on U.S. operators is estimated to be $31,980, or $780 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, theFederal Aviation Administration amends part 39 of the Federal Aviation Regulations (14CFR 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 39–9803 (61 FR 57319, November 6, 1996), and by adding a new airworthiness directive (AD), amendment 39–10702, to read as follows:

98–16–25 Bombardier, Inc. (Formerly Canadair): Amendment 39–10702. Docket 97–NM–116–AD. Supersedes AD 96–22–14, Amendment 39–9803.

Applicability: Model CL–600–2B19 (Regional Jet Series 100 and 200) airplanes, serial numbers 7003 through 7157 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 (f)(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 failure of attachment pins and the attachment pin end caps of the main landing gear (MLG), which could result in failure of the MLG, accomplish the following:

Restatement of the Requirements of AD 96–22–14

(a) *Serial Number Check.* For airplanes having serial numbers 7003 through 7126 inclusive: Within 150 landings after November 21, 1996 (the effective date of AD 96–22–14, amendment 39–9803), check the serial number of each MLG shock strut lower attachment pin, part number 17144–1, in accordance with paragraphs 2.A. and 2.B. of the Accomplishment Instructions of Canadair Regional Jet Alert Service Bulletin S.B. A601R–32–062, Revision 'C,' dated September 18, 1996; and paragraphs 2.A.(4), 2.B.(4), and 2.C.(3) of the Accomplishment Instructions of Messier-Dowty Service Bulletin M–DT 17002–32–10, Revision 3, dated September 6, 1996.

(1) If the serial number is within the range of DCL206 through DCL259 inclusive, prior to further flight, remove the pin and install a new pin having a serial number outside (either higher or lower) of that range, in accordance with the service bulletins. Thereafter, inspect that replacement pin in accordance with paragraphs (b) and (c) of this AD.

(2) If the serial number is outside of the range (higher or lower) of DCL206 through DCL259 inclusive, thereafter inspect the pin in accordance with paragraphs (b) and (c) of this AD.

(b) *In-Situ Visual Inspection.* Within 150 landings after November 21, 1996, perform an in-situ visual inspection to detect discrepancies of the left- and right-hand shock strut of the MLG, in accordance with paragraphs 2.C. and 2.D. of the Accomplishment Instructions of Canadair Regional Jet Alert Service Bulletin S.B. A601R–32–062, Revision 'C,' dated September 18, 1996; and paragraph 2.B.(1) of the Accomplishment Instructions of Messier-Dowty Service Bulletin M–DT 17002–32–10, Revision 3, dated September 6, 1996.

Note 2: In-situ visual inspections that have been accomplished prior to November 21, 1996, in accordance with Messier-Dowty Service Bulletin M–DT 17002–32–10, dated June 13, 1996; Revision 1, dated June 29, 1996; or Revision 2, dated July 17, 1996; are considered acceptable for compliance with paragraph (b) of this amendment.

(1) If no discrepancy is detected, repeat the in-situ visual inspection thereafter at intervals not to exceed every ''A'' check or 400 landings, whichever occurs later.

(2) If any discrepancy is detected, prior to further flight, replace the discrepant part with a new part in accordance with the service bulletins. Thereafter, repeat the in-situ visual inspection at intervals not to exceed every ''A'' check or 400 landings, whichever occurs later.

(c) *Detailed Inspection.* Within 3,000 landings since the date of airplane manufacture, or within 400 landings after November 21, 1996, whichever occurs later, perform a detailed inspection to detect discrepancies of the shock strut end caps and attachment pins of the MLG, in accordance with paragraphs 2.E. and 2.F. of the Accomplishment Instructions of Canadair Regional Jet Alert Service Bulletin S.B. A601R–32–062, Revision 'C,' dated September 18, 1996; and paragraph 2.B.(2) of the Accomplishment Instructions of Messier-Dowty Service Bulletin M–DT 17002–32–10, Revision 3, dated September 6, 1996. Non-destructive testing (NDT) must be accomplished in accordance with the instructions provided or references referred

to in these service bulletins. Where instructions in those documents specify dye penetrant inspections (DPI), accomplish fluorescent penetrant (Type 1) inspections, sensitivity level 3 or higher, using material qualified to Military Standard MIL-I–25135.

Note 3: Detailed inspections accomplished prior to November 21, 1996, in accordance with Messier-Dowty Service Bulletin M–DT 17002–32–10, dated June 13, 1996; Revision 1, dated June 29, 1996; or Revision 2, dated July 17, 1996; are considered acceptable for compliance with paragraph (c) of this amendment.

(1) If no discrepancy is detected, repeat the detailed inspection thereafter at intervals not to exceed 2,000 landings.

(2) If any discrepancy is detected, prior to further flight, replace the discrepant part with a new part in accordance with the service bulletins. Repeat the detailed inspection thereafter at intervals not to exceed 2,000 landings.

(d) As of November 21, 1996, no person shall install on any airplane an MLG shock strut lower attachment pin, part number 17144–1, that has a serial number that is within the range of DCL206 through DCL259 inclusive.

New Requirements of this AD

(e) Within 6 months after the effective date of this AD, install new MLG shock strut upper and lower attachment pins in accordance with Canadair Regional Jet ServiceBulletin S.B. 601R–32–065, dated November 11, 1996. Accomplishment of this installation constitutes terminating action for the repetitive inspections required by paragraphs (b) and (c) of this AD.

Note 4: The Canadair service bulletin references Messier-Dowty Service Bulletin M–DT 17002–32–12, dated November 6, 1996, as an additional source of service information to accomplish the installation.

(f)(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, New York Aircraft Certification Office (ACO), FAA, Engine and Propeller Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

(2) Alternative methods of compliance, approved previously in accordance with AD 96–22–14, amendment 39–9803, are approved as alternative methods of compliance with this AD.

Note 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

(g) 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.

(h) The actions shall be done in accordance with Canadair Regional Jet Service Bulletin S.B. 601R–32–065, dated November 11, 1996; Messier-Dowty Service Bulletin No. M–DT 17002–32–10, Revision 3, dated September 6, 1996; and Canadair Regional Jet Alert Service Bulletin S.B. A601R–32–062, Revision 'C,' dated September 18, 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.

(1) The incorporation by reference of Canadair Regional Jet Service Bulletin S.B. 601R–32–065, dated November 11, 1996, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Messier-Dowty Service Bulletin No. M–DT 17002–32–10, Revision 3, dated September 6, 1996, and Canadair Regional Jet Alert Service Bulletin S.B. A601R–32–062, Revision 'C,' dated September 18, 1996, was previously approved by the Director of the Federal Register as of November 21, 1996 (61 FR 57319, November 6, 1996).

(3) Copies may be obtained from Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York; 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 Canadian airworthiness directive CF–96–12R1, dated January 29, 1997.

(i) This amendment becomes effective on September 11, 1998.

Issued in Renton, Washington, on July 31, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate,Aircraft Certification Service.

[FR Doc. 98–21098 Filed 8–6–98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–70–AD; Amendment 39–10697; AD 97–20–10 R1]

RIN 2120–AA64

Airworthiness Directives; de Havilland Model DHC–8–100, –200, and –300 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment revises an existing airworthiness directive (AD), applicable to certain de Havilland Model DHC–8–100, –200, and –300 series airplanes, that currently requires modification of the attitude and heading reference systems (AHRS). That action was prompted by a report of loss of power to both AHRS's during flight due to a faulty terminal block to which the signal ground for the AHRS's is connected. The actions specified by that AD are intended to prevent simultaneous power loss to both AHRS's, which could result in reduced controllability of the airplane. This amendment reduces the applicability of the existing AD.

DATES: Effective September 11, 1998.

The incorporation by reference of Bombardier Alert Service Bulletin S.B. A8–34–117, Revision 'C', dated February 14, 1997, as listed in the regulations, was approved previously by the Director of the Federal Register as of November 3, 1997 (62 FR 50861, September 29, 1997).

ADDRESSES: The service information referenced in this AD may be obtained from Bombardier, Inc., Bombardier Regional Aircraft Division, Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada. 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 FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Luciano Castracane, Aerospace Engineer, Systems and Equipment Branch, ANE–172, FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256–7535; fax (516) 568–2716.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by revising AD 97–20–10, amendment 39–10147 (62 FR 50861, September 29, 1997), which is applicable to certain de Havilland Model DHC–8–100, –200, and –300 series airplanes, was published in the **Federal Register** on June 16, 1998 (63 FR 32771). The action proposed to reduce the applicability of the existing AD.

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.