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:

98–16–23 Construcciones Aeronauticas, S.A. (CASA): Amendment 39–10700. Docket 98–NM–160–AD.

Applicability: All CASA Model CN–235 series airplanes, 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 detect and correct cracking in the flap transmission shafts, and to correct a malfunctioning flap braking subsystem, which could result in the inability to move the flaps, or in an asymmetric flap condition, and consequent reduced controllability of the airplane; accomplish the following:

(a) Prior to the accumulation of 6,000 total landings, or within 30 days after the effective date of this AD, whichever occurs later, perform a high frequency eddy current (HFEC) inspection of the flap transmission shafts to detect cracking, in accordance with Annex I, dated June 16, 1997, of CASA Maintenance Instructions COM 235–113, Revision 02, dated June 16, 1997.

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

(2) If any cracking is detected, prior to further flight, replace the cracked shaft with a new or serviceable shaft, in accordance with the maintenance instructions; and repeat the HFEC inspection thereafter at intervals not to exceed 2,000 landings.

(b) Prior to the accumulation of 6,000 total landings, or within 30 days after the effective date of this AD, whichever occurs later, perform a functional test (check) to verify proper operation of the flap braking subsystem, in accordance with Annex II, dated July 1, 1997, of CASA Maintenance Instructions COM 235–113, Revision 02, dated June 16, 1997.

(1) If no malfunction is detected, repeat the functional test thereafter at intervals not to exceed 300 landings.

(2) If any malfunction is detected, prior to further flight, replace any discrepant component with a new or serviceable component in accordance with the maintenance instructions; and repeat the functional test to verify proper operation of the flap braking subsystem; repeat the functional test thereafter at intervals not to exceed 300 landings.

(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 request 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 actions shall be done in accordance with CASA Maintenance Instructions COM 235–113, Revision 02, dated June 16, 1997, including Annex I, dated June 16, 1997, and Annex II, dated July 1, 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 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 11/96, Revision 1, dated June 19, 1997.

(f) 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. 98–21100 Filed 8–6–98; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98–NM–213–AD; Amendment 39–10696; AD 98–16–20]

RIN 2120–AA64

Airworthiness Directives; Saab Model SAAB 2000 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Saab Model SAAB 2000 series airplanes. This action requires a one-time visual inspection of the right-and left-hand propeller gearbox to ensure that the attachment nut that secures the borescope plug to the gearbox is installed; and installation of an attachment nut, if necessary. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified in this AD are intended to prevent oil leakage from the propeller gearbox, which could lead to an increase in oil temperature and result in engine shutdown.

DATES: Effective August 24, 1998. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 24, 1998.

Comments for inclusion in the Rules Docket must be received on or before September 8, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 98–NM–213–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from SaabAircraft AB, SAAB Aircraft Product Support, S–581.88, Linköping, Sweden. This information may be examined 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.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager,International Branch, ANM–116, FAA, Transport Airplane Directorate, 1601 LindAvenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2110; fax(425) 227–1149.

SUPPLEMENTARY INFORMATION: The Luftfartsverket (LFV), which is the airworthiness authority for Sweden, recently notified the FAA that an unsafe condition may exist on certain Saab Model SAAB 2000 series airplanes. The LFV advises that due to an error in Saab Service Bulletin 2000–30–015, dated February 16, 1998, and Statement 73PPS1634, and subsequent to the accomplishment of the actions specified in those documents, the borescope plug on the propeller gearbox may not be secured properly by the attachment nut and may consequently come loose. This condition, if not corrected, could result in oil leakage from the propeller gearbox, which could lead to an increase in oil temperature and result in engine shutdown.

Explanation of Relevant Service Information

Saab has issued Alert Service Bulletin 2000–A72–001, dated June 12, 1998, and Revision 01, dated June 26, 1998. These alert service bulletins describe procedures for a one-time visual inspection of the right-and left-hand propeller gearboxes to ensure that the attachment nut that secures the borescope plug to the gearbox is installed; and installation of an attachment nut, if necessary. Accomplishment of the actions specified in the alert service bulletins is intended to adequately address the identified unsafe condition. The LFV classified these alert service bulletins as mandatory and issued Swedish airworthiness directive 1–129R1, dated June 26, 1998, in order to assure the continued airworthiness of these airplanes in Sweden.

FAA's Conclusions

This airplane model is manufactured in Sweden and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the LFV has kept the FAA informed of the situation described above. The FAA has examined the findings of the LFV, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of Requirements of Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, this AD is being issued to prevent oil leakage from the propeller gearbox, which could lead to an increase in oil temperature and result in engine shutdown. This AD requires accomplishment of the actions specified in the alert service bulletins described previously.

Determination of Rule's Effective Date

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 98–NM–213–AD.'' The postcard will be date stamped and returned to the commenter.

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 aFederalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a''significant regulatory action'' under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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:

98–16–20 Saab Aircraft AB: Amendment 39–10696. Docket 98-NM–213-AD.

Applicability: Model SAAB 2000 series airplanes, having serial numbers -004 through -056 inclusive; on which Saab Service Bulletin 2000–30–015, dated

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]

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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.