

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. 99-NM-126-AD; Amendment 39-11500; AD 2000-01-03]

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 measurement of the extension of the piston in the retract actuator of the main landing gear (MLG); and corrective action, if necessary. This amendment also requires repetitive replacement of the retract actuator with a repaired retract actuator, or repetitive replacement of the piston in the retract actuator with a new piston. 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 failure of the piston in the retract actuator of the MLG, and reduced structural integrity of the MLG.

**DATES:** Effective February 16, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the **Federal Register** as of February 16, 2000.

**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 November 15, 1999 (64 FR 61801). That action proposed to require a measurement of the extension of the piston in the retract actuator of the main landing gear (MLG); and corrective action, if necessary. That action also proposed to require repetitive replacement of the retract actuator with a repaired retract actuator, or repetitive replacement of the piston in the retract actuator with a new piston.

**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.

**Interim Action**

This is considered to be interim action until final action is identified, at which time the FAA may consider further rulemaking.

**Cost Impact**

The FAA estimates that 3 airplanes of U.S. registry will be affected by this AD.

It will take approximately 1 work hour per airplane to accomplish the required measurement, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the measurement required by this AD on U.S. operators is estimated to be \$180, or \$60 per airplane.

It will take approximately 5 work hours per airplane to accomplish the required replacement, at an average labor rate of \$60 per work hour. Required parts will be provided to the operators at no cost by the manufacturer. Based on these figures, the cost impact of the replacement required by this AD on the U.S. operators is estimated to be \$900, or \$300 per airplane, per replacement.

The cost impact figures discussed above are 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 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.

Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

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:

**2000-01-03 Saab Aircraft AB:** Amendment 39-11500. Docket 99-NM-126-AD.

*Applicability:* Model SAAB 2000 series airplanes, serial numbers 004 through 063 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 (d) 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 fatigue failure of the piston in the retract actuator of the main landing gear (MLG) and reduced structural integrity of the MLG, accomplish the following:

#### Inspection

(a) Within 3 days after the effective date of this AD, perform a measurement of the extension of the piston (ramrod) in the retract actuator of the MLG in accordance with Saab Service Bulletin 2000-A32-052, Revision 01, dated March 16, 1999, including Attachment 1, dated March 16, 1999, and Attachment 2, dated March 1999. If the extension of the piston is less than 0.59 inches (15 millimeters), prior to further flight, perform the action required by either paragraph (b)(1) or (b)(2) of this AD.

#### Replacement

(b) Prior to the accumulation of 5,000 total flight cycles, or within 2 months after the effective date of this AD, whichever occurs later, accomplish the requirement specified in either paragraph (b)(1) or (b)(2) of this AD in accordance with Saab Service Bulletin 2000-A32-052, Revision 01, dated March 16, 1999, including Attachment 1, dated March 16, 1999, and Attachment 2, dated March 1999. Thereafter, repeat the action required by either paragraph (b)(1) or (b)(2) of this AD at intervals not to exceed 5,000 flight cycles.

(1) Replace the retract actuator with a repaired retract actuator.

(2) Replace the piston in the retract actuator with a new piston.

#### Spares

(c) As of the effective date of this AD, no person shall install on any airplane, a retract actuator, part number (P/N) AIR86482-1 through AIR86482-4 inclusive, unless it has been repaired in accordance with Saab Service Bulletin 2000-A32-052, Revision 01, dated March 16, 1999, including Attachment 1, dated March 16, 1999, and Attachment 2, dated March 1999.

#### Alternative Methods of Compliance

(d) 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.

#### Special Flight Permits

(e) 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.

#### Incorporation by Reference

(f) The actions shall be done in accordance with Saab Service Bulletin 2000-A32-052, Revision 01, dated March 16, 1999, including Attachment 1, dated March 16, 1999, and Attachment 2, dated March 1999, which includes the following list of effective pages:

Page number	Revision level shown on page	Date shown on page
1-10	01—Attachment 1	March 16, 1999.
1-3 ..	1—Attachment 2	March 16, 1999.
1-5 ..	2 .....	March 1999.

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. 1-138, dated March 16, 1999.

(g) This amendment becomes effective on February 16, 2000.

Issued in Renton, Washington, on January 4, 2000.

**Donald L. Riggins,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 00-502 Filed 1-11-00; 8:45 am]

**BILLING CODE 4910-13-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-NM-244-AD; Amendment 39-11501; AD 2000-01-04]

**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 all Saab Model SAAB 2000 series airplanes, that requires a one-time general visual inspection to verify the proper orientation of the aft exterior light; and corrective actions, if necessary. 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 improper illumination of the ground under the

service door due to incorrect installation of the aft exterior light, which could result in injury to the passengers or crew members during an emergency evacuation.

**DATES:** Effective February 16, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 16, 2000.

**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 all Saab Model SAAB 2000 series airplanes was published in the **Federal Register** on November 15, 1999 (64 FR 61794). That action proposed to require a one-time general visual inspection to verify the proper orientation of the aft exterior light; and corrective actions, if necessary.

#### 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 1 work hour per airplane to accomplish the required inspection, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the 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