

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

[Docket No. 2000–NM–420–AD; Amendment 39–13092; AD 2003–06–05]

RIN 2120–AA64

Airworthiness Directives; Saab Model SAAB SF340A 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 SF340A series airplanes, that requires modifying the structure of the air recirculation fan support, and replacing the air recirculation fans with two upgraded air recirculation fans; or replacing the air recirculation fans with two new air recirculation fans with brushless motors. 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 incidents of smoke or a burning smell in the cabin during flight, caused by incorrect brush insulation in the motors of the air recirculation fans that provide air to the flight compartment and the passenger compartment.

DATES: Effective April 30, 2003.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 30, 2003.

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: Gary Lium, Aerospace Engineer, International Branch, ANM–116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 980545–4056; telephone (425) 227–1112; 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 SF340A series airplanes was published as a supplemental notice of proposed rulemaking (NPRM) in the **Federal Register** on April 3, 2002 (67 FR 15758). That action proposed to require modifying the structure of the air recirculation fan support, and replacing the air recirculation fans with two upgraded air recirculation fans; or replacing the air recirculation fans with two new air recirculation fans with brushless motors.

Comments

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

Request to Reference Alternative Part Numbers

One commenter, the airplane manufacturer, states that it has issued Revision 03 of Saab Service Bulletin 340–21–018, dated March 22, 2001. The commenter notes that this service bulletin specifies alternative recirculation fans with brushless motors having part number (P/N) EVCTA465, EVCTA465A, or EVCTA465B. The commenter also states that P/N 9302882–002, as listed in the supplemental NPRM, is an internal Saab Aircraft AB P/N, which should not to be used.

From this comment, the FAA infers that the commenter is requesting that the supplemental NPRM be revised to reference the P/Ns of the alternative recirculation fans, rather than the internal Saab part number. We agree and have revised the final rule accordingly.

Request To Revise Cost Impact

The commenter requests that we revise the Cost Impact figures. The commenter states that, based on 7 work hours with an average labor cost of \$60 and \$59,360 for a kit with two new fans with brushless motors, the cost of the replacement with new fans with brushless motors should be \$59,780 per airplane.

We agree and have revised the Cost Impact estimate in this final rule.

Request for Editorial Changes

The commenter also states that the air recirculation fans are “for” the flight and passenger compartments, and that they are not located in these areas. From this comment, we infer that the commenter is requesting that the supplemental NPRM be revised to clarify that the recirculation fans provide air to the flight and passenger

compartments, rather than that the fans are actually located in those compartments. We agree and have revised the phrase “air recirculation fans in the flight compartment and the passenger compartment” to “air recirculation fans that provide air to the flight compartment and the passenger compartment” throughout the final rule.

In addition, the commenter also states that the fans with brushless motors are different types of fans, not “modified” fans. From this comment, we infer that the commenter is requesting that we revise the wording in the supplemental NPRM from “modified” air recirculation fans to “new” air recirculation fans. We agree and have revised the final rule accordingly.

Conclusion

After careful review of the available data, including the comments noted above, we have determined that air safety and the public interest require the adoption of the rule with the changes described previously. We have determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

The FAA estimates that 35 airplanes of U.S. registry will be affected by this AD and that the average labor rate is \$60 per work hour.

It will take approximately 4 work hours per airplane to accomplish the required removal of the two air recirculation fans having P/N C209–690B, C209–690B1, or C209–690C, and their replacement with two upgraded air recirculation fans having P/N C209–690D. Based on these figures, the cost impact of the required replacement on U.S. operators is estimated to be \$8,400, or \$240 per airplane.

It will take approximately another 3 work hours per airplane to accomplish the required modification of the fan support structure. Based on these figures, the cost impact of the required modification on U.S. operators is estimated to be \$6,300, or \$180 per airplane.

It will take approximately 7 work hours per airplane to accomplish the removal and replacement of the two air recirculation fans with new, brushless motors. The cost of the brushless motors is \$59,360 per airplane. Based on these figures, the cost impact of the optional modification on U.S. operators is estimated to be \$59,780 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