TABLE 4—Continued

[Service information sources containing measuring instructions that must be revised to accommodate the new brake wear limits specified in TABLE 3. (Refer to paragraph (b)(3) of this AD.)]

| Brake manufacturer | Part No. | Document/Chapter | Date/Revision (or later revisions) |
|---|---|---|---|
| Messier-Bugatti | A21329–41–17 | CMM 32–44–37 | January 30, 1993. |
| ALS (Bendix) | 2606802–3 | CMM 32–42–02 | Revision 7/April 30, 1995. |
| | 2606802–4 | SB 2606802–32–003 | March 31, 1993, and Revision 1/October 1, 1993. |
| | 2606802–5 and S.C.* | | |
| BFGoodrich | 2–1449 | CMM 32–44–37 | January 30, 1993. |
| | and S.C.* | SB 567 (2–1449–32–4) | January 30, 1993. |
| For Model A300 B4–200 Series Airplanes: | | | |
| Messier-Bugatti | C20060–100 Series | CMM 32–44–24 | December 31, 1991. |
| ALS (Bendix) | 2606802–3 | CMM 32–42–02; | Revision 7/April 30, 1995. |
| | 2606802–4, 2606802–5 and S.C.* | SB 2606802–32–003 | March 31, 1993, and Revision 1/October 1, 1993. |
| For Model A300–600 Series Airplanes: | | | |
| Messier-Bugatti | C20060–100 Series | CMM 32–44–24 | December 31, 1991. |
| Messier-Bugatti | C20175100 | CMM 32–44–50 | November 30, 1991. |
| ALS (Bendix) | 2607932–1 and S.C.* | CMM 32–42–05; | Revision 4/February 15,1992. |
| | | SB 2607932–32–002; | March 31,1993, and Revision 1/October 1, 1993. |
| | | SB 2607932–32–003 | May 31, 1995. |
| For Model A300 B4–600R Series Airplanes: | | | |
| Messier-Bugatti | C20210000 | CMM 32–44–51 | August 31, 1994. |
| | and C20210200 Series | SB 470–32–675 | Revision 1/September 26, 1994. |
| Messier-Bugatti | C20210500 Series | CMM 32–44–68 | November 30, 1995. |
| For Model A310–200 Series Airplanes: | | | |
| Messier-Bugatti | C20089000 Series | CMM 32–46–23 | January 31, 1992. |
| ALS (Bendix) | 2606822–1 and S.C. | CMM 32–42–03 | Revision 5/January 31, 1991. |
| | | SB 2606822–32–002 | March 31, 1993. |
| For Model A310–300 Series Airplanes: | | | |
| Messier-Bugatti | C20194000 | CMM 32–46–37 | August 31, 1994. |
| | and C20194200 Series | SB 470–32–675 | Revision 1/September 26, 1994. |
| ABS | 5010995 | CMM 32–43–97 | February 28, 1991. |
| For Model A320 Series Airplanes: | | | |
| Messier-Bugatti | C20225000 | CMM 32–47–20 | January 31, 1995. |
| | and C20225200 Series | SB 580–32–3042 | Revision 1/June 30, 1995. |
| BFGoodrich | 2–1526/–2/–5 | CMM 32–44–38 | March 15, 1993. |
| | 2–1526–3/–4 | CMM 32–44–38 | March 15, 1993. |
| | 2–1572 | CMM 32–41–63 | April 29, 1994. |
| ABS | 5011075 | CMM 32–41–18 | February 28, 1991. |

*S.C. represents ''Service Configured'' brakes, which are marked according to the instructions provided in the brake manufacturer's CMM.

Note 4: Once an operator has complied with the requirement of paragraph (b) of this AD, that paragraph does not require that the operator subsequently record accomplishment of those requirements each time a brake is inspected or overhauled in accordance with that operator's FAA-approved maintenance inspection program.

(c) Prior to installation of any brake having a part number other than those specified in TABLE 3 of this AD, revise the FAA-approved maintenance program to include the provisions specified in paragraph (b) of this AD for that part number brake, that have been approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate.

(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, Standardization Branch, ANM–113. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM–113.

Note 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(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.

(f) This amendment becomes effective on February 26, 1997.

Issued in Renton, Washington, on January 7, 1997.

Darrell M. Pederson,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 97–810 Filed 1–21–97; 8:45 am]

BILLING CODE 4910–13–U

## 14 CFR Part 39

**[Docket No. 95–NM–201–AD; Amendment 39–9891; AD 96–25–06 R1]**

**RIN 2120–AA64**

## Airworthiness Directives; Saab Model SAAB SF340A and SAAB 340B Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects information in an existing airworthiness directive (AD), applicable to certain Saab Model SAAB SF340A and SAAB 340B series airplanes, that currently requires inspections to detect damage or cracking of the forward and aft attachment lugs of the flap fittings at wing station (WS) 123.38; an inspection to verify that the sizes of the holes of the flap fittings are within specified limits and to ensure that the swaged bushings are not loose; and modification of the flap fittings. This action corrects information concerning the terminating action for the requirements of the AD. This action is necessary to ensure that operators are not required to perform additional actions unnecessarily after modifying their airplanes.

**DATES:** Effective January 27, 1997.

The incorporation by reference of certain publications listed in the regulations was previously approved by the Director of the Federal Register as of January 27, 1997 (61 FR 66885, December 19, 1996).

**FOR FURTHER INFORMATION CONTACT:** Ruth Harder, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–1721; fax (206) 227–1149.

**SUPPLEMENTARY INFORMATION:** On December 2, 1996, the FAA issued AD96–25–06, amendment 39–9848 (61 FR 66885, December 19, 1996). That AD requires repetitive inspections to detect damage or cracking of the forward and aft attachment lugs of the flap fittings at wing station (WS) 123.38; an inspection to verify that the sizes of the holes of the flap fittings are within specified limits and to ensure that the swaged bushings are not loose; and modification of the flap fittings. That AD action was prompted by a report of jamming of a flap due to incorrect tolerances of the flap-hinge installation, which caused high bearing stress on the bushings in the flap fittings. The actions required by that AD are intended to prevent such high bearing stress, which could result in wear on the bushings, cracking of the flap fittings, and breakage of the lugs; these conditions could result in jamming of the flaps and consequent reduced controllability of the airplane.

Explanation of Necessary Correction of AD

Recently, the FAA has become aware of the fact that, as AD 96–25–06 is currently worded, certain of the terminating action provisions in it are not clear.

Specifically, paragraph (a) of the AD requires repetitive visual inspections to detect cracking of the forward and aft attachment lugs of the flap fittings at wing station (WS) 123.38. Paragraph (a)(2) of the AD states that, if any cracking is found during one of these visual inspections, operators must immediately replace the flap fittings with new improved flap fittings and install improved bushings. This installation is specified as Modification 2628—Part 3 in the Accomplishment Instructions of Saab Service Bulletin SAAB 340–57–027, Revision 01, dated June 30, 1995. Paragraph (a)(2) of the AD then states, ''After this modification is accomplished, no further action is required by this paragraph.''

While it is correct that the operators who accomplished that modification would not have to continue to perform the visual inspections required by paragraph (a), they also would not have to accomplish any other portion of the AD. In other words, that modification constitutes terminating action for the requirements of the AD, not merely the requirements of paragraph (a).

While AD 96–25–06 may have been unclear on this point, it was the FAA's intent that the modification be considered terminating action for the requirements of the AD. Additionally, the referenced Saab service bulletin (340–57–027), as well as the parallel Swedish airworthiness directive (SAD No. 1–072), indicate that no further work is required of operators who accomplish Modification 2628—Part 3.

Corrective Action Taken

The FAA has determined that it is appropriate to take action to correct paragraph (a)(2) of AD 96–25–06 to state: ''After this modification is accomplished, no further action is required *by this AD*.'' The FAA finds this correction is necessary in order to prevent operators from having to perform additional and unnecessary work on these airplanes.

Action is taken herein to correct the error and to correctly add the AD as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13). The effective date of the AD remains January 27, 1997.

The AD is being reprinted in its entirety, below, for the convenience of affected operators.

No Need for Additional Notice and Public Comment

Since this action only clarifies the intent of a provision of an AD, and relieves affected operators from having to perform what could be additional and unnecessary work, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Correction

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 removing amendment 39–9848 (61 FR 66885, December 19, 1996), and by adding a new airworthiness directive (AD), amendment 39–9891, to read as follows:

96–25–06 R1 SAAB Aircraft AB: Amendment 39–9891. Docket 95–NM–201–AD. Revises AD 96–25–06, amendment 39–9848.

*Applicability:* Model SAAB SF340A series airplanes, serial numbers 004 through 159 inclusive; and Model SAAB 340B series airplanes, serial numbers 160 through 379 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 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 (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 high bearing stress on the bushings in the flap fittings, which could result in jamming of the flaps and consequent reduced controllability of the airplane, accomplish the following:

(a) Within 800 hours time-in-service after the effective date of this AD: Perform a visual inspection to detect damage or cracking of the forward and aft attachment lugs of the

flap fittings at wing station (WS) 123.38, in accordance with Saab Service Bulletin SAAB 340–57–027, Revision 01, dated June 30, 1995.

(1) If no cracking or damage is found, and the flap fittings have not been modified or replaced, repeat the visual inspection thereafter at intervals not to exceed 800 hours time-in-service.

(2) If any cracking is found, prior to further flight, replace the flap fittings with new improved flap fittings, and install improved bushings, in accordance with the Accomplishment Instructions (Modification 2628—Part 3) of the service bulletin. After this modification is accomplished, no further action is required by this AD.

(b) Within 4,500 hours time-in-service after the effective date of this AD, perform an inspection to determine the size of the inboard and outboard holes (swaged bushings) of the flap fittings, and to detect loose swaged bushings, in accordance with Saab Service Bulletin SAAB 340–57–027, Revision 01, dated June 30, 1995.

(1) If the sizes of the holes are within the limits specified in the service bulletin, and if no loose swaged bushings are found, prior to further flight, install improved bushings in accordance with the Accomplishment Instructions (Modification 2628—Part 1) of the service bulletin. After this modification is accomplished, no further action is required by this AD.

(2) If the size of any hole is outside the limits specified in the service bulletin, or if any loose swaged bushing is found, prior to further flight, install oversize bushings in the flap fittings, and install improved bushings, in accordance with the Accomplishment Instructions (Modification 2628—Part 2) of the service bulletin. After this modification is accomplished, no further action is required by this AD.

(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, Standardization Branch, ANM–113, 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, Standardization Branch, ANM–113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(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 inspections, replacement, and installations shall be done in accordance with Saab Service Bulletin SAAB 340–57–027, Revision 01, dated June 30, 1995. 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, as of January 27, 1997 (61 FR 66885, December 19, 1996). 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.

(f) This amendment is effective January 27, 1997.

Issued in Renton, Washington, on January 14, 1997.

S. R. Miller,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 97–1439 Filed 1–21–97; 8:45 am]

BILLING CODE 4910–13–U

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

**[Region II Docket No. 150; PR4–2, FRL–5675–1]**

### Approval and Promulgation of Implementation Plans; Commonwealth of Puerto Rico

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Final rule.

**SUMMARY:** The Environmental Protection Agency (EPA) is announcing the approval of revisions to the Puerto Rico ''Regulations for the Control of Atmospheric Pollution,'' submitted to EPA by the Puerto Rico Environmental Quality Board (EQB) on September 29, 1995. This action approves revisions to Rules 102, 105, 106, 107, 109, 110, 111, 114, 117, 121, 201, 203, 204, 205, 206, 209, 301, 401, 402, 403, 404, 405, 406, 408, 409, 410, 412, 413, 414, 417, and 501. At the request of EQB, EPA will be taking final action on Rules 112 and 211 at a later date. EPA is not incorporating new Rule 422 into the federally approved Puerto Rico State Implementation Plan (SIP). EPA is also withdrawing Rules 411, 418, 419, 420 and 421 from the Puerto Rico SIP at the request of the EQB. However, although requested by the EQB, EPA is not withdrawing Rule 404 from the SIP. In addition, EPA is adding a new section to the Code of Federal Regulations which clearly identifies those Puerto Rico regulations which are a part of the SIP.

**EFFECTIVE DATE:** This rule is effective February 21, 1997.

**ADDRESSES:** Copies of the state submittal(s) are available at the following addresses for inspection during normal business hours:

Environmental Protection Agency, Region II Office, Air Programs Branch, 290 Broadway, 25th Floor, New York, New York 10007–1866

Environmental Protection Agency, Region II Caribbean Field Office Centro Europa Building, Suite 417, 1492 Ponce de Leon Avenue, Stop 22, Santurce, Puerto Rico 00909

Environmental Protection Agency, Air and Radiation Docket and Information Center, Air Docket (6102), 401 M Street, SW., Washington, DC 20460.

**FOR FURTHER INFORMATION CONTACT:** Kirk J. Wieber, Environmental Engineer, Air Programs Branch, Environmental Protection Agency, 290 Broadway, 25th Floor, New York, New York 10007–1866, (212) 637–4249.

**SUPPLEMENTARY INFORMATION:** On June 21, 1996 (61 FR 31886), EPA published, in the Federal Register, a proposed rulemaking concerning revisions to the Puerto Rico ''Regulations for the Control of Atmospheric Pollution'' (the Regulations). On September 29, 1995, the Puerto Rico Environmental Quality Board (EQB) submitted to EPA a request for approval of revisions to the Puerto Rico Regulations. Included in that request were revisions to the general Regulations, regulations needed to support the Title V of the Clean Air Act (Act) Operating Permits Program, revisions to the Puerto Rico $PM_{10}$ SIP for the Municipality of Guaynabo, and, a request that certain rules of the Regulations which are currently included as part of Puerto Rico's approved SIP be withdrawn from the SIP. However, these regulations will remain enforceable by Puerto Rico. Also included, was a regulation concerning Hazardous Air Pollutants (HAPs) to be approved by EPA under section 112(l) of the Act. Under the context of the Act, the Commonwealth of Puerto Rico is regarded as a state.

The revisions and rationale for EPA's approval and rulemaking actions were explained in the June 21, 1996 proposal and will not be restated here. The reader is referred to the proposal for a detailed explanation of Puerto Rico's SIP revision.

In response to EPA's proposed approval of Puerto Rico's SIP revision, comments were received from eight interested parties. The commenters are as follows: American Petroleum Institute [A], Puerto Rico Sun Oil Company [B], Schering-Plough Corporation [C], Puerto Rico Manufacturers Association [D], Pharmaceutical Research and Manufacturers of America [E], Ford Motor Company [F], National Environmental Development Association [G], Texaco Inc. [H]. All of the comments received were of a similar