

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 proposal would 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) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action has been placed in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 a new airworthiness directive (AD) to read as follows:

Glaser-Dirks Flugzeugbau GMBH: Docket No. 98-CE-12-AD. Applicability: Model DG-400 gliders, serial numbers 4-1 through 4-249, certificated in any category.

Note 1: This AD applies to each glider 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 gliders 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 within 1 calendar month after the effective date of this AD, unless already accomplished.

To prevent damage to the engine caused by vibration, which could result in loss of engine power during critical phases of flight, accomplish the following:

(a) Inspect the powerplant (engine) mount and propeller mount for any loose parts in accordance with paragraph 1 in the Instructions section of Glaser-Dirks Technical Note (TN) Nr. 826/22, dated January 10, 1990.

(1) If any part of the powerplant mount or propeller mount is found loose, prior to further flight, accomplish paragraphs 2 through 4 in the Instructions section of Glaser-Dirks TN Nr. 826/22, dated January 10, 1990. The engine ignition timing procedures shall be accomplished in accordance with the appropriate Bombardier ROTAX maintenance manual for ROTAX engine type 505, which is referenced in Working Instruction No. 3, Instruction 4 of the Glaser-Dirks TN Nr. 826/22.

(2) If no part of the powerplant mount or propeller mount is loose upon the inspection required in paragraph (a) of this AD, accomplish paragraphs 2 through 4 in the Instructions section of Glaser-Dirks TN Nr. 826/22, dated January 10, 1990, within the next 3 calendar months after the date of the initial inspection.

Note 2: It is recommended that the manual pages referenced in the Instructions section of Glaser-Dirks TN Nr. 826/22 be inserted into the maintenance manual.

(b) 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 glider to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(d) Questions or technical information related to DG Flugzeugbau Technical Note No. 826/22, dated January 10, 1990, should be directed to DG Flugzeugbau GmbH, P.O. Box 4120, 76625 Bruchsal, Germany; telephone: +49 7257-89-0; facsimile: +49 7257-8922. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Note 4: The subject of this AD is addressed in German AD 90-43 Glaser-Dirks, dated February 26, 1990.

Issued in Kansas City, Missouri, on June 1, 1998.

Ronald K. Rathgeber,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

[FR Doc. 98-15197 Filed 6-8-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-116-AD]

RIN 2120-AA64

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of 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 action would 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. This action also would reduce the applicability of the existing AD by removing certain airplanes. This proposal is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by the proposed AD are intended to prevent failure of attachment pins and the attachment pin end caps, which could result in failure of the MLG.

DATES: Comments must be received by July 9, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 97-NM-116-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00

p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada; or Messier-Dowty Inc., 574 Monarch Avenue, Ajax, Ontario L1S 2GB, Canada. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 181 South Franklin Avenue, Valley Stream, New York.

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

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 97-NM-116-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the

FAA, Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 97-NM-116-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On October 24, 1996, the FAA issued AD 96-22-14, amendment 39-9803 (61 FR 57319, November 6, 1996), applicable to certain Bombardier Model CL-600-2B19 (Regional Jet Series 100 and 200) airplanes, 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 requires a check for and replacement of certain pins that currently may be installed on some airplanes.

That action was prompted by reports of corrosion, wear, and loss of chrome plating on the upper and lower attachment pins of the shock strut of the MLG, and reports of cracks in the lower attachment pins and the end cap of upper attachment pins. The requirements of that AD are intended to prevent failure of the attachment pin and the attachment pin end caps, which could result in failure of the MLG.

Actions Since Issuance of Previous Rule

In the preamble to AD 96-22-14, the FAA specified that the actions required by that AD were considered "interim action" and that once a terminating modification is developed, approved, and available, the FAA may consider additional rulemaking action. The manufacturer now has developed such a modification, and the FAA has determined that further rulemaking action is indeed necessary; this proposed AD follows from that determination.

Relevant Service Information

The manufacturer has issued Canadair Regional Jet Service Bulletin S.B. 601R-32-065, dated November 11, 1996. 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. These service bulletins describe procedures for the installation of new, improved MLG shock strut upper and lower attachment pins. The effectivity listing of the Canadair service bulletin limits the accomplishment of the installation to those airplanes on which the installation was not accomplished during production. Accomplishment of the installation eliminates the need for the repetitive inspections required by AD 96-22-14.

Transport Canada Aviation (TCA), which is the airworthiness authority for

Canada, classified the Canadair service bulletin as mandatory and issued Canadian airworthiness directive CF-96-12R1, dated January 29, 1997, in order to assure the continued airworthiness of these airplanes in Canada.

FAA's Conclusions

This airplane model is manufactured in Canada 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, TCA has kept the FAA informed of the situation described above. The FAA has examined the findings of TCA, 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 Proposed 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, the proposed AD would supersede AD 96-22-14 to continue to require the repetitive inspections to detect discrepancies of the shock strut end caps and attachment pins of the MLG. It also continues to require a check for and replacement of certain pins that currently may be installed on some airplanes. This new proposed AD would 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. In addition, this action would reduce the applicability of the existing AD by removing certain airplanes.

The actions would be required to be accomplished in accordance with the service bulletin described previously.

Cost Impact

There are approximately 41 Model CL-600-2B19 (Regional Jet Series 100 and 200) airplanes of U.S. registry that would be affected by this proposed AD.

The actions that are currently required by AD 96-22-14, and retained in this proposed 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 proposed in this AD action would take approximately 13 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would be supplied by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the new actions proposed by 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 current or 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 proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 39-9803 (61 FR 57319, November 6, 1996), and by adding a new airworthiness directive (AD), to read as follows:

Bombardier, Inc. (Formerly Canadair):

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) 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 Service Bulletin 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.

Note 6: The subject of this AD is addressed in Canadian airworthiness directive CF-96-12R1, dated January 29, 1997.

Issued in Renton, Washington, on June 3, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-15252 Filed 6-8-98; 8:45 am]

BILLING CODE 4910-13-U

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

[Docket No. 98-NM-151-AD]

RIN 2120-AA64

Airworthiness Directives; Saab Model SAAB 2000 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to

certain Saab Model SAAB 2000 series airplanes. This proposal would require a one-time inspection for cracking of the rear pressure bulkhead; and installation of a reinforcement angle on the rear pressure bulkhead; or repair, if necessary. This proposal is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by the proposed AD are intended to prevent cracking of the rear pressure bulkhead, which could result in sudden loss of cabin pressure and the inability to withstand fail-safe loads.

DATES: Comments must be received by July 9, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-151-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Saab Aircraft 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.

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:**Comments Invited**

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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

summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 98-NM-151-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-151-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Luftfartsverket (LFV), which is the airworthiness authority for Sweden, notified the FAA that an unsafe condition may exist on certain Saab Model SAAB 2000 series airplanes. The LFV advises that, during full-scale fatigue testing on a test article, a crack was detected on the radius of the lower forward flange that connects the rear pressure bulkhead to the fuselage skin. The crack occurred when the test article reached 68,000 simulated flights. The LFV further advises that reinforcement of the lower forward flange area that connects the rear pressure bulkhead to the fuselage skin is required to meet the design life of the airplane. Such cracking, if not corrected, could result in sudden loss of cabin pressure and the inability to withstand fail-safe loads.

Explanation of Relevant Service Information

The manufacturer has issued SAAB Service Bulletin 2000-53-026, dated February 27, 1998, which describes procedures for a one-time inspection to detect cracking of the rear pressure bulkhead in the area of the lower forward flange that connects to the fuselage skin. Additionally, for airplanes on which no cracking is found, the service bulletin describes procedures for installation of a reinforcement angle on the rear pressure bulkhead in the area of the lower forward flange that connects to the fuselage skin. Accomplishment of the actions specified in the service bulletin is intended to adequately address the identified unsafe condition. The LFV classified this service bulletin as mandatory and issued Swedish airworthiness directive 1-122, dated March 2, 1998, in order to assure the