

operator has yet accomplished any of the 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 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 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) 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:

**99-04-06 McDonnell Douglas:** Amendment 39-11030. Docket 98-NM-269-AD.

**Applicability:** Model MD-90-30 series airplanes, as listed in McDonnell Douglas Service Bulletin MD90-32-032, dated July 8, 1998; 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 prevent failure of the hydraulic damper assemblies of the main landing gear (MLG), which could result in vibration damage and collapse of the MLG, accomplish the following:

(a) Within 2 years after the effective date of this AD, accomplish the requirements specified in either paragraph (a)(1) or (a)(2) of this AD.

(1) Modify the right and left MLG hydraulic damper assemblies in accordance with McDonnell Douglas Service Bulletin MD90-32-032, dated July 8, 1998; or

(2) Replace the right and left MLG hydraulic damper assemblies with modified and reidentified hydraulic damper assemblies having part number (P/N) SR09320057-7005, SR09320057-7007, SR09320057-7009, or 5923142-5513, in accordance with paragraph B.5. of the Accomplishment Instructions of the service bulletin.

(b) As of the effective date of this AD, no person shall install on any airplane a damper sub assembly having P/N SR09320057-9, SR09320057-17, or 5923142-5017; or a damper assembly having P/N SR09320057-7001, SR09320057-7003, or 5923142-5511, unless the part is modified in accordance with paragraph (a)(1) of 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, Los Angeles Aircraft Certification Office (ACO), 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, Los Angeles ACO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(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 modification and replacement shall be done in accordance with McDonnell Douglas Service Bulletin MD90-32-032, dated July 8, 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 Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood

Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Dept. C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on March 17, 1999.

Issued in Renton, Washington, on February 2, 1999.

**John J. Hickey,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 99-3035 Filed 2-9-99; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-NM-373-AD; Amendment 39-11031; AD 99-04-07]

RIN 2120-AA64

### Airworthiness Directives; Saab Model SAAB SF340A and SAAB 340B 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 SF340A and SAAB 340B series airplanes. This action requires a review of the airplane maintenance records to identify the bottom engine vibration isolator, an inspection of the aft engine vibration isolator to determine whether the deflection is within limits, and various follow-on actions. 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 excessive engine vibration, which could lead to damage of the nacelle structure and result in reduced structural integrity and fire shielding capability of the nacelle structure, or which could lead to chafing of the fire sensor loop and a consequent nuisance fire warning and result in a precautionary engine shutdown.

**DATES:** Effective February 25, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director

of the Federal Register as of February 25, 1999.

Comments for inclusion in the Rules Docket must be received on or before March 12, 1999.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-373-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

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 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 Lind Avenue, 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, notified the FAA that an unsafe condition may exist on certain Saab Model SAAB SF340A and SAAB 340B series airplanes. The LFV advises that degraded bottom engine mounts have been found on several airplanes. Investigation has revealed that the isolator material used in the manufacture of certain bottom engine mounts degrades after a short time in service. Such degradation of the isolator material changes the damping characteristics of the engine support system and results in excessive engine vibration. Such excessive engine vibration could lead to damage of the nacelle structure, and consequent reduced structural integrity and fire shielding capability of the nacelle.

The LFV also advises that it has received a report of chafing of the fire sensor loop on several airplanes. Such chafing also has been attributed to excessive engine vibration and could result in a nuisance fire warning and a precautionary engine shutdown. Precautionary engine shutdown could compromise the safe takeoff of the airplane.

In addition, the LFV advises that it has received a report indicating that the air pressure tube of the engine nacelle was found damaged on several airplanes. That damage also has been attributed to excessive engine vibration. Damage to the air pressure tube could

cause loss of cooling to the power turbine discs of the engine, which could result in failure of the blades of the power turbine disc, and consequent uncontained failure of the engine.

#### **Explanation of Relevant Service Information**

Saab has issued Service Bulletin SAAB 340-71-057, Revision 02, dated January 26, 1999, including Attachment 1, dated January 20, 1999. The service bulletin describes procedures for a review of the airplane maintenance records to identify the bottom engine vibration isolator, a visual inspection of the aft engine vibration isolator to determine whether the deflection is within limits, and various follow-on actions. The follow-on actions, as applicable, include one repetition of the visual inspection of the aft engine vibration isolator to determine whether the deflection is within limits; a one-time visual inspection to detect chafing of the area around the engine; replacement of the existing bottom engine vibration isolator with a new part; repair or replacement of discrepant parts; visual inspections to detect damage of the side and aft engine vibration isolators, and replacement, if necessary; and detailed visual inspections to detect cracked or broken parts of the engine mount support fitting, adjacent structure, and attaching hardware of the bottom, side, and aft engine mount support fittings.

The Saab service bulletin references Barry Controls Service Letter 939-71-02, dated January 20, 1999, as the appropriate source of criteria for the inspection of the bottom vibration isolator. The Saab service bulletin includes that service letter as Attachment 1.

The Saab service bulletin references Barry Controls Component Maintenance Manual Section 71-20-20, dated October 15, 1993, as an additional source of service information to accomplish the visual inspection of the side and aft engine vibration isolators.

Accomplishment of the actions specified in the Saab service bulletin is intended to adequately address the identified unsafe condition. The LFV classified Saab Service Bulletin SAAB 340-71-057, Revision 1, dated December 18, 1998 (including Attachment 1, dated December 11, 1998), as mandatory and issued Swedish airworthiness directive SAD 1-135R1, dated December 18, 1998, in order to assure the continued airworthiness of these airplanes in Sweden.

#### **FAA's Conclusions**

These airplane models are manufactured in Sweden and are 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 excessive engine vibration, which could lead to damage of the nacelle structure and result in reduced structural integrity and fire shielding capability of the nacelle structure, or which could lead to chafing of the fire sensor loop and a consequent nuisance fire warning and result in a precautionary engine shutdown. This AD requires accomplishment of the actions specified in the Saab service bulletin described previously, except as discussed below.

#### **Differences Between This Rule and the Service Bulletin**

Operators should note that, although the service bulletin describes procedures for a detailed visual inspection of the bottom engine vibration isolator if any chafing of the area around the engine is detected, this AD requires replacement of the bottom engine vibration isolator with a new part if any such chafing is found. The FAA has determined that a detailed visual inspection may not provide the degree of safety assurance necessary for the transport airplane fleet. The FAA finds that continued safety of the transport airplane fleet will be better assured by elimination of the source of the problem (i.e., by replacing the bottom engine vibration isolator), rather than by an inspection. The replacement requirement is in consonance with these conditions.

Operators also should note that, although the service bulletin specifies detailed visual inspections of the affected engine mount support fitting, adjacent structure, and attaching hardware if any engine vibration

isolator is replaced; the service bulletin does not specify any source of service information for corrective actions if any discrepancies are found during such inspections. This AD requires any cracked or broken part of the engine mount support fitting, adjacent structure, and attaching hardware of the bottom, side, and aft engine mount support fittings to be repaired prior to further flight in accordance with the SAAB 340 Structural Repair Manual.

Operators also should note that the service bulletin specifies, for airplanes on which no chafing is detected during the inspection of the area around the engine, a visual inspection of the aft engine vibration isolator to determine whether the deflection is within allowable limits following replacement of the bottom vibration isolator. However, the service bulletin does not specify what actions should be accomplished if, during such inspection, the deflection is determined to be outside the limits specified in the service bulletin. This AD requires repair prior to further flight in accordance with a method approved by the FAA or the LfV (or its delegated agent), for airplanes on which no chafing is detected, but on which the deflection of the aft engine vibration isolator is determined to be outside the limits specified in the service bulletin.

#### 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-373-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 a Federalism 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:

**99-04-07 Saab Aircraft AB:** Amendment 39-11031. Docket 98-NM-373-AD.

*Applicability:* Model SAAB SF340A series airplanes, serial numbers 004 through 159 inclusive; and Model SAAB 340B series airplanes, serial numbers 160 through 453 inclusive; as specified in Saab Service Bulletin SAAB 340-71-057, Revision 02, January 26, 1999, including Attachment 1, dated January 20, 1999; 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 (h) 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 excessive engine vibration, which could result in damage of the nacelle structure and reduced structural integrity and fire shielding capability of the nacelle structure, or which could result in chafing of the fire sensor loop and a consequent nuisance fire warning and precautionary engine shutdown; accomplish the following:

(a) Within 400 flight hours after the effective date of this AD, review the airplane maintenance records to determine the serial number of the bottom engine vibration isolator assembly; in accordance with Saab Service Bulletin SAAB 340-71-057, Revision 02, dated January 26, 1999, including Attachment 1, dated January 20, 1999.

(1) If the serial number of the bottom engine vibration isolator assembly is listed in Attachment 1 of the service bulletin: Prior to further flight, accomplish the requirements of paragraph (b) of this AD.

(2) If the serial number of the bottom engine vibration isolator assembly is *not* listed in Attachment 1 of the service bulletin, *and* the assembly was received new from or overhauled by Barry Controls: No further action is required by this AD.

(3) If the serial number of the bottom engine vibration isolator assembly is *not* listed in Attachment 1 of the service bulletin,

and was not received new from or overhauled by Barry Controls; or if the serial number cannot be identified: Prior to further flight, accomplish the requirements of paragraph (c) of this AD.

(b) For airplanes on which the serial number of the bottom engine vibration isolator is determined, during the review of the maintenance records required by paragraph (a) of this AD, to be listed in Attachment 1, dated January 20, 1999, of Saab Service Bulletin SAAB 340-71-057, Revision 02, dated January 26, 1999: Prior to further flight, remove the bottom engine vibration isolator and perform a one-time visual inspection of the area around the engine to detect chafing, in accordance with the service bulletin.

(1) If no chafing is detected, prior to further flight, install a new bottom engine vibration isolator having a molded assembly with a cure date other than 9801 through 9825 inclusive, and perform a visual inspection of the aft engine vibration isolator to determine whether the deflection is within allowable limits, in accordance with the service bulletin.

(i) If the deflection of the aft engine vibration isolator is within the limits specified in the service bulletin, no further action is required by this AD.

(ii) If the deflection of the aft engine vibration isolator is outside the limits specified in the service bulletin, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate; or the Luftfartsverket (LFV) (or its delegated agent).

(2) If any chafing is detected, prior to further flight, accomplish the requirements of paragraph (e) of this AD.

**Note 2:** Inspections and corrective actions accomplished prior to the effective date of this AD in accordance with Saab Service Bulletin SAAB 340-71-057, dated November 20, 1998; or Revision 01, dated December 18, 1998, including Attachment 1, dated December 11, 1998; are considered acceptable for compliance with the applicable actions specified in this amendment.

(c) For airplanes on which, during the review of the maintenance records required by paragraph (a) of this AD, the serial number of the bottom engine vibration isolator assembly is determined not to be listed in Attachment 1, dated January 20, 1999, of Saab Service Bulletin SAAB 340-71-057, Revision 02, dated January 26, 1999; and was not received new from or overhauled by Barry Controls; or cannot be identified: Prior to further flight, perform a visual inspection of the aft engine vibration isolator to determine whether the deflection is within allowable limits, and of the area around the engine to detect chafing; in accordance with Saab Service Bulletin SAAB 340-71-057, Revision 02, dated January 26, 1999, including Attachment 1, dated January 20, 1999; and accomplish the requirements of paragraph (c)(1), (c)(2), (c)(3), or (c)(4); as applicable.

(1) If the deflection of the aft engine vibration isolator is within the limits specified in the service bulletin, if no chafing

of the area around the engine is detected, and if the bottom engine vibration isolator has accumulated 250 flight hours or more: No further action is required by this AD.

(2) If the deflection of the aft engine vibration isolator is within the limits specified in the service bulletin, if no chafing of the area around the engine is detected, and if the bottom engine vibration isolator has accumulated fewer than 250 flight hours: Repeat the inspection required by paragraph (b) of this AD one time within 250 flight hours after accomplishment of the first inspection required by paragraph (b) of this AD.

(3) If the deflection of the aft engine vibration isolator is outside the limits specified in the service bulletin, and if no chafing of the area around the engine is detected: Prior to further flight, accomplish the requirements of paragraph (d) of this AD.

(4) If any chafing of the area around the engine is detected: Prior to further flight, accomplish the requirements of paragraph (e) of this AD.

(d) For airplanes on which, during the inspection required by paragraph (c) of this AD, the deflection of the aft engine vibration isolator is determined to be outside the limits specified in Saab Service Bulletin SAAB 340-71-057, Revision 02, dated January 26, 1999, including Attachment 1, dated January 20, 1999; and no chafing of the area around the engine is detected: Prior to further flight, remove the aft engine vibration isolator, rotate the isolator 180 degrees, and perform a visual inspection of the snubbers to detect damage, in accordance with the service bulletin. Prior to further flight, repair any discrepant snubber or replace with a new or serviceable snubber, as applicable; reinstall the aft engine vibration isolator; and perform a visual inspection of the isolator to determine whether the deflection is within allowable limits; in accordance with the service bulletin.

(1) If the deflection of the aft engine vibration isolator is within the limits specified in the service bulletin and no chafing is detected, no further action is required by this AD.

(2) If the deflection of the aft engine vibration isolator is outside the limits specified in the service bulletin, prior to further flight, accomplish the requirements of paragraph (e) of this AD.

(e) For airplanes on which, during the inspection required by paragraph (b) or (c) of this AD, any chafing of the area around the engine was detected; or for airplanes on which, during the inspection required by paragraph (d)(2) of this AD, the deflection of the aft engine vibration isolator is determined to be outside the limits specified in Saab Service Bulletin SAAB 340-71-057, Revision 02, dated January 26, 1999, including Attachment 1, dated January 20, 1999: Prior to further flight, repair any chafing of the area around the engine, and replace any discrepant parts with new parts, and remove the bottom vibration isolator; in accordance with the service bulletin; and, prior to further flight, accomplish the requirements of paragraphs (e)(1), (e)(2), (e)(3), and (e)(4) of this AD.

(1) Perform a detailed visual inspection to detect cracked or broken parts of the bottom

engine mount support fitting, and its adjacent structure and attaching hardware, in accordance with the service bulletin. Except as provided by paragraph (f) of this AD, prior to further flight, repair any cracked or broken part in accordance with the SAAB 340 Structural Repair Manual (SRM).

(2) Install a new bottom vibration isolator having a molded assembly with a cure date other than 9801 through 9825 inclusive, in accordance with the service bulletin.

(3) Perform a detailed visual inspection of the side and the aft engine vibration isolators for damage, in accordance with the service bulletin. If any damage is detected, prior to further flight, replace any damaged isolator with a new part, and perform a detailed visual inspection to detect cracked or broken parts of the affected engine mount support fitting and its adjacent structure and attaching hardware, in accordance with the service bulletin. Except as provided by paragraph (f) of this AD, if any damage of the fittings and adjacent structure is found, prior to further flight, repair in accordance with the SRM.

**Note 3:** Saab Service Bulletin SAAB 340-71-057, Revision 02, references Barry Controls Component Maintenance Manual Section 71-20-20, dated October 15, 1993, as an additional source of service information for accomplishment of the visual inspection of the side and aft engine vibration isolators.

(4) Perform a visual inspection of the aft engine vibration isolator to determine whether the deflection is within allowable limits, in accordance with the service bulletin.

(i) If the deflection of the aft engine vibration isolator is within the limits specified in the service bulletin, no further action is required by this AD.

(ii) If the deflection of the aft engine vibration isolator is outside the limits specified in the service bulletin, accomplish the requirements of paragraph (f) of this AD.

(f) If, during the inspections required by paragraph (e)(1) or (e)(3) of this AD, any damage is found that is outside the limits specified by the SRM; or if, during the inspection of the aft engine vibration isolator required by paragraph (e)(4) of this AD, the deflection is outside the limits specified in the service bulletin: Prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, or the LFV (or its delegated agent).

(g) As of the effective date of this AD, no person shall install on any airplane a bottom vibration isolator molded assembly having P/N 00-13226-03 and a cure date 9801 through 9825 inclusive.

(h) 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. 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 4:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be

obtained from the International Branch, ANM-116.

(i) 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.

(j) Except for the repair actions as provided by paragraphs (b)(1)(ii), (e)(1), (e)(3), and (f) of this AD, the actions shall be done in accordance with Saab Service Bulletin SAAB 340-71-057, Revision 02, dated January 26, 1999, including Attachment 1, dated January 20, 1999, which contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1-5 .....	02	Jan. 26, 1999.
Attachment 1		
1-10 .....	None	Jan. 20, 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 5:** The subject of this AD is addressed in Swedish airworthiness directive SAD 1-135R1, dated December 18, 1998.

(k) This amendment becomes effective on February 25, 1999.

Issued in Renton, Washington, on February 2, 1999.

**John J. Hickey,**

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

[FR Doc. 99-3033 Filed 2-9-99; 8:45 am]

BILLING CODE 4910-13-U

**DEPARTMENT OF JUSTICE**

**28 CFR Part O**

[A.G. Order No. 2205-99]

**Agency Organization: Vacancy, Disability, and Absence**

**AGENCY:** Office of the Attorney General, Department of Justice.

**ACTION:** Final rule.

**SUMMARY:** This order amends regulations concerning officials to perform the functions and duties of certain offices within the Department of Justice in case of absence, disability or vacancy. The amendments are necessary in order to conform Department

regulations with the requirements of the Federal Vacancies Reform Act of 1998 (FVRA). This rule shall not affect the filling of vacancies that occurred prior to the effective date of the FVRA.

**EFFECTIVE DATE:** January 29, 1999.

**FOR FURTHER INFORMATION CONTACT:**

Jeffrey P. Singdahlsen, Attorney-Adviser, Office of Legal Counsel, U.S. Department of Justice, Washington, DC 20530, (202) 514-1858.

**SUPPLEMENTARY INFORMATION:** This rule was not published for public comment because it pertains to a matter of internal Department of Justice management and does not have an effect beyond the internal operating procedures of the Department. In accordance with 5 U.S.C. 605(b), the Attorney General certifies that this rule does not have a significant adverse economic impact on a substantial number of small entities. This rule is not considered to be a rule within the meaning of section 3(d) of Executive Order 12866 and therefore has not been reviewed by the Office of Management and Budget pursuant to that Order. Finally, the rule does not have federalism implications warranting the preparation of a federalism assessment in accordance with section 6 of Executive Order 12612.

**List of Subjects in 28 CFR Part O**

Authority delegations (Government agencies), Government employees, Organization and functions (Government agencies), Whistleblowing.

Accordingly, by virtue of the authority vested in me as Attorney General, including 5 U.S.C. 301 and 28 U.S.C. 509 and 510, part O of title 28 of the Code of Federal Regulations is amended as follows:

**PART O—ORGANIZATION OF THE DEPARTMENT OF JUSTICE**

1. The authority citation for part O continues to read as follows:

**Authority:** 5 U.S.C. 301; 28 U.S.C. 509, 510, 515-519.

2. In §O.132, remove paragraph (e) and revise paragraphs (b) through (d) to read as follows:

**§ O.132 Designating officials to perform the functions and duties of certain offices in case of absence, disability or vacancy.**

\* \* \* \* \*

(b) Every office within the Department to which appointment is required to be made by the President with the advice and consent of the Senate ("PAS office") shall have a First Assistant within the meaning of the Federal Vacancies Reform Act of 1998. Where there is a

position of Principal Deputy to the PAS office, the Principal Deputy shall be the First Assistant. Where there is no position of Principal Deputy to the PAS office, the First Assistant shall be the person whom the Attorney General designates in writing.

(c) In the event of a vacancy in the office of the head of an organizational unit that is not covered by paragraphs (a) or (b) of this section, the ranking deputy (or an equivalent official) in such unit who is available shall perform the functions and duties of and act as such head, unless the Attorney General directs otherwise. Except as otherwise provided by law, if there is no ranking deputy available, the Attorney General shall designate another official of the Department to perform the functions and duties of and act as such head.

(d) The head of an organizational unit of the Department not covered by paragraphs (a) or (b) of this section is authorized, in the case of absence from office or disability, to designate the ranking deputy (or an equivalent official) in the unit who is available to act as head. If there is no deputy available to act, any other official in such unit may be designated. Alternatively, in his discretion, the Attorney General may designate any official in the Department to act as head when a head who is not covered by paragraphs (a) or (b) of this section is absent or disabled.

Dated: January 29, 1999.

**Janet Reno,**

*Attorney General.*

[FR Doc. 99-2713 Filed 2-9-99; 8:45 am]

BILLING CODE 4410-AR-M

**DEPARTMENT OF THE TREASURY**

**Fiscal Service**

**31 CFR Part 357**

**Regulations Governing Book-Entry Treasury Bonds, Notes and Bills**

**AGENCY:** Bureau of the Public Debt, Fiscal Service, Department of the Treasury.

**ACTION:** Final rule.

**SUMMARY:** This document amends the regulations governing book-entry Treasury bills, bonds, and notes by changing the time period during which the Department of the Treasury (Treasury) may delay the transfer of a newly-purchased security from *TreasuryDirect* to an account in TRADES. The previous rule provided that for Treasury bonds and notes purchased on original issue or on the