

Board (MRB) Report MRB-145/1150. The initial compliance times for the tasks start from the initial delivery date of the applicable airplane at the applicable time specified in the tasks or within 200 flight cycles after revising the ALS, whichever occurs later. Repeat the applicable inspection thereafter at the interval specified in Embraer TR 10-5 of the Embraer EMB 145 MRB Report MRB-145/1150; and except as provided by paragraphs (f)(2) and (g)(1) of this AD.

**Note 2:** The actions required by paragraph (f)(1) of this AD may be done by inserting a copy of Embraer TR 10-5, dated May 23, 2007, into the sections. When this TR has been included in general revisions of the Embraer EMB 145 MRB Report MRB-145/1150, the general revisions may be inserted in the MRB report.

(2) After accomplishing the actions specified in paragraph (f)(1) of this AD, no alternative inspections or inspection intervals may be used, except as provided by paragraph (g)(1) of this AD.

#### FAA AD Differences

**Note 3:** This AD differs from the MCAI and/or service information as follows: No differences.

#### Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Sanjay Ralhan, Aerospace Engineer, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1405; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) *Reporting Requirements:* For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

#### Related Information

(h) Refer to MCAI Brazilian Airworthiness Directive 2007-07-01, effective August 21, 2007; and Embraer TR 10-5, dated May 23, 2007, to the Embraer EMB145 MRB Report MRB-145/1150; for related information.

#### Material Incorporated by Reference

(i) You must use Embraer Temporary Revision 10-5, dated May 23, 2007, to the Embraer EMB145 Maintenance Review Board

Report MRB-145/1150, to do the actions required by this AD, unless the AD specifies otherwise. (Some pages of the document do not have the full document title.)

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Empresa Brasileira de Aeronautica S.A. (EMBRAER), Technical Publications Section (PC 060), Av. Brigadeiro Faria Lima, 2170—Putim—12227-901 São Jose dos Campos—SP—BRASIL; telephone: +55 12 3927-5852 or +55 12 3309-0732; fax: +55 12 3927-7546; e-mail: [distrib@embraer.com.br](mailto:distrib@embraer.com.br); Internet: <http://www.flyembraer.com>.

(3) You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on November 4, 2008.

**Stephen P. Boyd,**

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

[FR Doc. E9-3274 Filed 2-19-09; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA-2008-0657; Directorate Identifier 2007-NM-296-AD; Amendment 39-15787; AD 2009-01-08]**

**RIN 2120-AA64**

#### **Airworthiness Directives; Airbus Model A300, A310, and A300-600 Series Airplanes**

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

**ACTION:** Final rule.

**SUMMARY:** The FAA is superseding an existing airworthiness directive (AD), which applies to certain Airbus Model A300, A310, and A300-600 series airplanes. That AD currently requires repetitive detailed visual inspections to detect cracks in the pylon thrust and sideload fitting of the wing, and replacement of any cracked pylon thrust and sideload fitting with a new fitting. This new AD reduces the threshold and repetitive intervals for the detailed inspection for certain airplanes and reduces the applicability of the existing AD. This AD results from issuance of

mandatory continuing airworthiness information by a foreign civil airworthiness authority. We are issuing this AD to detect and correct cracks in the pylon thrust and sideload fitting of the wing, which could result in reduced structural integrity of the airplane.

**DATES:** This AD becomes effective March 27, 2009.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of March 27, 2009.

#### Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (telephone 800-647-5527) is the Document Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

#### FOR FURTHER INFORMATION CONTACT:

Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1138; fax (425) 227-1149.

#### SUPPLEMENTARY INFORMATION:

#### Discussion

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that supersedes AD 98-16-11, amendment 39-10687 (63 FR 40816, July 31, 1998). The existing AD applies to certain Airbus Model A300, A310, and A300-600 series airplanes. That NPRM was published in the **Federal Register** on June 17, 2008 (73 FR 34224). That NPRM proposed to continue to require repetitive detailed visual inspections to detect cracks in the pylon thrust and sideload fitting of the wing, and replacement of any cracked pylon thrust and sideload fitting with a new fitting. That NPRM also proposed to require reducing the threshold and repetitive intervals for the detailed inspection for certain airplanes and would reduce the applicability of the existing AD.

#### Comments

We gave the public the opportunity to participate in developing this AD. We considered the comments received from the three commenters.

### Request for Definition Paragraph

An anonymous commenter requests that we revise the NPRM to add a “definitions” paragraph since Table 2 and Table 3 of the NPRM refer to both the long range and short range Model A310–300 series airplanes. The commenter suggests defining the average flight times.

We do not agree. The Office of the Federal Register has approved the incorporation by reference of Airbus Mandatory Service Bulletin A310–57–2075, Revision 03, dated December 1, 2006. Therefore, we have determined that it is not necessary to incorporate a definitions paragraph since paragraph 1.E. of this service bulletin includes an explanation of short-range and long-range airplanes, and their average flight times. We have not changed the final rule regarding this issue.

### Request To Mandate the Inspection Section of the Service Bulletins

Air Transport Association, on behalf of American Airlines (AA), requests that, since the safety issue is detecting cracks in the fitting, the AD should mandate only the “inspection section” of Airbus Mandatory Service Bulletin A300–57–0232, Revision 02, dated February 21, 2000; Airbus Mandatory Service Bulletin A300–57–6079, Revision 04, dated February 21, 2000; and Airbus Mandatory Service Bulletin A310–57–2075, Revision 03, dated December 1, 2006; instead of the entire accomplishment instructions of these service bulletins. AA believes that mandating the “inspection section” would still correct the unsafe condition and allow operators to modify other steps as required, while maintaining a safe work environment.

We disagree. We are mandating the entire Accomplishment Instructions of these service bulletins because they include the inspection, repair, and other necessary instructions to correct the unsafe condition. Affected operators may request approval for an alternative method of compliance, under the provisions of paragraph (k) of the AD. We have not changed the final rule regarding this issue.

### Request To Retain Inspection Requirements, Provide Terminating Action, and Provide Approval Authority

FedEx Express requests that we include the following requirements in the NPRM: Keep the current inspection method and interval if the airplane has not reached the design service goal (the economic impact will increase due to additional inspections); terminate the

inspections if the pylon sideload fitting is replaced with a fitting made using improved manufacturing techniques; and provide an alternative means of compliance repair approval authority to the European Aviation Safety Agency (EASA) or its delegated agent.

We disagree with keeping the current inspection method and interval for airplanes that have not reached the design service goal because we have determined that the new intervals are necessary to address the unsafe condition. We have not changed the final rule regarding this issue.

We disagree with terminating the inspections if the pylon sideload fitting is replaced with a fitting made using improved manufacturing techniques. At this time we have not received sufficient information from the manufacturer or EASA to determine if the manufacturing techniques are adequate and the inspections can be terminated. We have not changed the final rule regarding this issue.

We agree with FedEx Express that, as a method of compliance with paragraph (g) of this AD, repair approval authority can be given to EASA or its delegated agent. Affected operators may request an optional approval method, under the provisions of paragraph (j) of the AD. We have changed the final rule regarding this issue.

### Conclusion

We have carefully reviewed the available data, including the comments that have been received, and determined that air safety and the public interest require adopting the AD with the change described previously. We have determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

### Costs of Compliance

This AD affects about 164 Model A300, A310, and A300–600 series airplanes of U.S. registry. The inspections that are required by AD 98–16–11 and retained in this AD take about 3 work hours per airplane, at an average labor rate of \$80 per work hour. Based on these figures, the estimated cost of the currently required actions is \$39,360, or \$240 per airplane, per inspection cycle.

### Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more

detail the scope of the Agency’s authority.

We are issuing this rulemaking under the authority described in subtitle VII, part A, subpart III, section 44701, “General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

### Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (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.

We prepared a regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD docket. See the **ADDRESSES** section for a location to examine the regulatory evaluation.

### List of Subjects in 14 CFR Part 39

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

### Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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. The Federal Aviation Administration (FAA) amends § 39.13 by removing amendment 39–10687 (63 FR 40816, July 31, 1998) and by adding

the following new airworthiness directive (AD):

**2009-01-08 Airbus:** Amendment 39-15787. Docket No. FAA-2008-0657; Directorate Identifier 2007-NM-296-AD.

**Effective Date**

(a) This AD becomes effective March 27, 2009.

**Affected ADs**

(b) This AD supersedes AD 98-16-11.

**Applicability**

(c) This AD applies to Airbus airplanes identified in Table 1 of this AD, certificated in any category.

TABLE 1—APPLICABILITY

Model—	As identified in Airbus Mandatory Service Bulletin—
(1) A300 series airplanes .....	A300-57-0232, Revision 02, dated February 21, 2000.
(2) A310 series airplanes .....	A310-57-2075, Revision 03, dated December 1, 2006.
(3) A300-600 series airplanes .....	A300-57-6079, Revision 04, dated February 21, 2000.

**Unsafe Condition**

(d) This AD results from issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. We are issuing this AD to detect and correct cracks in the pylon thrust and sideload fitting of the wing, which could result in reduced structural integrity of the airplane.

**Compliance**

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

**Requirements of AD 98-16-11:**

**Repetitive Detailed Inspections at Reduced Thresholds and Repeat Intervals for Certain Airplanes**

(f) At the applicable time specified in paragraph (f)(1) or (f)(2) of this AD: Perform a detailed inspection to detect cracks in the pylon thrust and sideload fitting of the wing, in accordance with Airbus Service Bulletin A300-57-0232, Revision 01 (for Model A300 series airplanes); A310-57-2075, Revision 01 (for Model A310 series airplanes); or A300-57-6079, Revision 02 (for Model A300-600 series airplanes); all dated January 12, 1998; as applicable; except as provided by paragraph (h) of this AD.

(1) For Model A300 and A300-600 series airplanes: Inspect prior to the accumulation

of 2,800 total flight cycles, or within 18 months after September 4, 1998 (the effective date AD 98-16-11), whichever occurs later, and thereafter at intervals not to exceed 2,800 flight cycles.

(2) For Model A310 series airplanes: Inspect at the earlier of the times specified in paragraph (f)(2)(i) and (f)(2)(ii) of this AD. Repeat thereafter at the applicable intervals specified in Table 3 of this AD.

(i) Prior to the accumulation of 2,800 total flight cycles, or within 18 months after September 4, 1998, whichever occurs later.

(ii) At the applicable time specified in Table 2 of this AD.

TABLE 2—REDUCED INSPECTION THRESHOLDS FOR MODEL A310 SERIES AIRPLANES

Model	Compliance time (whichever occurs later)	
	Threshold	Grace period
A310-200 series airplanes.	Before the accumulation of 1,500 total flight cycles or 3,000 total flight hours since first flight, whichever occurs first.	Within 800 flight cycles or 1,600 flight hours after the effective date of this AD, whichever occurs first.
A310-300 series airplanes (short range).	Before the accumulation of 1,300 total flight cycles or 3,800 total flight hours since first flight, whichever occurs first.	Within 800 flight cycles or 1,600 flight hours after the effective date of this AD, whichever occurs first.
A310-300 series airplanes (long range).	Before the accumulation of 800 total flight cycles or 4,000 total flight hours since first flight, whichever occurs first.	Within 800 flight cycles or 1,600 flight hours after the effective date of this AD, whichever occurs first.

TABLE 3—REDUCED REPEAT INTERVALS FOR MODEL A310 SERIES AIRPLANES

For Model—	Repeat the detailed inspection at the later of—	And, thereafter at intervals not to exceed—
A310-200 series airplanes.	Within 1,500 flight cycles or 3,000 flight hours since the last detailed inspection, whichever occurs first; or within 800 flight cycles or 1,600 flight hours after the effective date of this AD, whichever occurs first.	1,500 flight cycles or 3,000 flight hours, whichever occurs first.
A310-300 series airplanes (short range).	Within 1,300 flight cycles or 3,800 flight hours since the last detailed inspection, whichever occurs first; or within 800 flight cycles or 1,600 flight hours after the effective date of this AD, whichever occurs first.	1,300 flight cycles or 3,800 flight hours, whichever occurs first.
A310-300 series airplanes (long range).	Within 800 flight cycles or 4,000 flight hours since the last detailed inspection, whichever occurs first; or within 800 flight cycles or 1,600 flight hours after the effective date of this AD, whichever occurs first.	800 flight cycles or 4,000 flight hours, whichever occurs first.

**Corrective Action**

(g) If any crack is detected during any inspection required by paragraph (f) of this AD, prior to further flight, replace the pylon thrust and sideload fitting with a new fitting

in accordance with Airbus Service Bulletin A300-57-0232, Revision 01 (for Model A300 series airplanes); A310-57-2075, Revision 01 (for Model A310 series airplanes); or A300-57-6079, Revision 02 (for Model A300-600

series airplanes); all dated January 12, 1998; as applicable; except as provided by paragraphs (h) and (j) of this AD.

**New Actions Required by This AD:** Accomplishment Instructions of the AD and the replacement required by applicable service bulletin specified in Table paragraph (g) of this AD.  
**New Service Information** 4 of this AD to do the repetitive detailed inspections required by paragraph (f) of this AD.  
 (h) For all airplanes: As of the effective date of this AD, use only the

TABLE 4—NEW SERVICE BULLETINS

Airbus mandatory Service Bulletin—	For model—
(1) A300–57–0232, Revision 02, dated February 21, 2000 .....	A300 series airplanes.
(2) A300–57–6079, Revision 04, dated February 21, 2000 .....	A300–600 series airplanes.
(3) A310–57–2075, Revision 03, dated December 1, 2006 .....	A310 series airplanes.

(i) Actions done before the effective date of this AD in accordance with Airbus Service Bulletin A300–57–6079, Revision 02, dated January 12, 1998, or Revision 03, dated October 25, 1999 (for Model A300–600 series airplanes); A310–57–2075, Revision 01, dated January 12, 1998, or Revision 02, dated February 21, 2000 (for Model A310 series airplanes); or A300–57–0232, Revision 01, dated January 12, 1998 (for Model A300 series airplanes); are acceptable for compliance with the corresponding requirements of this AD.

**Optional Approval Method**

(j) Repairing the pylon thrust and sideload fitting of the wing, using a method approved by either the Manager, International Branch,

ANM–116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA), or its delegated agent, is acceptable for compliance with the replacement required by paragraph (g) of this AD.

**Alternative Methods of Compliance (AMOCs)**

(k) The Manager, International Branch, ANM–116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425)

227–1138; fax (425) 227–1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

**Related Information**

(l) EASA airworthiness directive 2007–0243, dated September 4, 2007, also addresses the subject of this AD.

**Material Incorporated by Reference**

(m) You must use service bulletins identified in Table 5 of this AD to do the actions required by this AD, as applicable, unless the AD specifies otherwise.

TABLE 5—ALL MATERIAL INCORPORATED BY REFERENCE

Airbus service information	Revision	Date
Airbus Mandatory Service Bulletin A300–57–0232 .....	02	February 21, 2000.
Airbus Mandatory Service Bulletin A300–57–6079 .....	04	February 21, 2000.
Airbus Mandatory Service Bulletin A310–57–2075 .....	03	December 1, 2006.
Airbus Service Bulletin A300–57–0232 .....	01	January 12, 1998.
Airbus Service Bulletin A300–57–6079 .....	02	January 12, 1998.
Airbus Service Bulletin A310–57–2075 .....	01	January 12, 1998.

(1) The Director of the Federal Register approved the incorporation by reference of the service bulletins identified in Table 6 of

this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

TABLE 6—NEW MATERIAL INCORPORATED BY REFERENCE

Airbus mandatory Service Bulletin—	Revision—	Dated—
A300–57–0232 .....	02	February 21, 2000.
A300–57–6079 .....	04	February 21, 2000.
A310–57–2075 .....	03	December 1, 2006.

(2) On September 4, 1998 (63 FR 40816, July 31, 1998) the Director of the Federal Register approved the incorporation by

reference of the service bulletins identified in Table 7 of this AD.

TABLE 7—MATERIAL PREVIOUSLY INCORPORATED BY REFERENCE

Airbus Service Bulletin—	Revision—	Dated—
A300–57–0232 .....	01	January 12, 1998.
A310–57–2075 .....	01	January 12, 1998.
A300–57–6079 .....	02	January 12, 1998.

(3) For service information identified in this AD, contact Airbus SAS—EAW

(Airworthiness Office), 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France;

telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; e-mail: *account.airworth-*

[ees@airbus.com](mailto:ees@airbus.com); Internet <http://www.airbus.com>.

(4) You may review copies of the service information that is incorporated by reference at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

(5) You may also review copies of the service information at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on December 18, 2008.

**Stephen P. Boyd,**

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

[FR Doc. E9-3276 Filed 2-19-09; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. FAA-2008-1205; Directorate Identifier 2008-CE-062-AD; Amendment 39-15811; AD 2009-04-05]

RIN 2120-AA64

**Airworthiness Directives; Cessna Aircraft Company Models 182Q and 182R Airplanes**

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for certain Cessna Aircraft Company (Cessna) Models 182Q and 182R airplanes that are equipped with Societ  de Motorisations A ronautiques (SMA) Aircraft Diesel Engine (ADE) Model SR305-230-1 or Model SR305-230 converted to Model SR305-230-1 installed under Supplemental Type Certificate (STC) SA03302AT. This AD

requires you to remove the intercooler and the intercooler inlet and outlet hoses, install a reworked intercooler and new intercooler inlet and outlet hoses, inspect hoses and clamp torques, repetitively inspect installation of the intercooler outlet and inlet hose assemblies for any displacement or damage of clamps or hoses, and, if necessary, replace any damaged clamps or hoses. This AD results from a report of two instances of induction hose disconnection occurring while in service, resulting in a loss of turbo boost and a significant loss of engine power. We are issuing this AD to detect and correct improper intercooler outlet and intercooler inlet hose assembly installations, which could result in loss of turbo boost and a significant loss of engine power. This failure could lead to an inability to maintain constant altitude in flight.

**DATES:** This AD becomes effective on March 27, 2009.

On March 27, 2009, the Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD.

**ADDRESSES:** For service information identified in this AD, contact SMA Customer Service, 10-12 Rue Didier Daurat, 18021 Bourges, France; telephone: +33 (0) 2 48 67 56 00; fax: +33 (0) 2 48 50 01 41; E-mail: [customer\\_services@smasr.com](mailto:customer_services@smasr.com); Internet: <http://www.smaengines.com>.

To view the AD docket, go to U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590, or on the Internet at <http://www.regulations.gov>. The docket number is FAA-2008-1205; Directorate Identifier 2008-CE-062-AD.

**FOR FURTHER INFORMATION CONTACT:** Don O. Young, Aerospace Engineer, ACE-118A, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Blvd., Suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6079; fax: (770) 703-6097.

**SUPPLEMENTARY INFORMATION:**

**Discussion**

On November 6, 2008, we issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Cessna Models 182Q and 182R airplanes that are equipped with SMA ADE Model SR305-230-1 or Model SR305-230 converted to Model SR305-230-1 installed under STC SA03302AT. This proposal was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on November 13, 2008 (73 FR 67112). The NPRM proposed to require you to remove the intercooler and the intercooler inlet and outlet hoses, install a reworked intercooler and new intercooler inlet and outlet hoses, inspect hoses and clamp torques, repetitively inspect installation of the intercooler outlet and inlet hose assemblies for any displacement or damage of clamps or hoses, and, if necessary, replace any damaged clamps or hoses.

**Comments**

We provided the public the opportunity to participate in developing this AD. We received no comments on the proposal or on the determination of the cost to the public.

**Conclusion**

We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed except for minor editorial corrections. We have determined that these minor corrections:

- Are consistent with the intent that was proposed in the NPRM for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

**Costs of Compliance**

We estimate that this AD affects 7 airplanes in the U.S. registry.

We estimate the following costs to do the replacements:

Labor cost	Parts cost	Total cost per airplane	Total cost on U.S. operators
4 work-hours × \$80 per hour = \$320 .....	\$3,436	\$3,756	\$26,292

We estimate the following costs to do any inspection of the intercooler hose assembly that would be required:

Labor cost	Parts cost	Total cost per airplane
2 work-hours × \$80 per hour = \$160 .....	Not Applicable .....	\$160