

TABLE 2—MATERIAL INCORPORATED BY REFERENCE—Continued

Service information	Revision level	Date
McDonnell Douglas Report No. L26-011, "DC-8 Supplemental Inspection Document (SID)," Volume III-91	Original	April 1991.

Boeing Report No. L26-011, "DC-8 All Series Supplemental Inspection Document (SID)," Volume I, Revision 7, dated March 2008, contains the following effective pages:

Pages	Revision	Date
List of Effective Pages, Pages A through C.	7	March 2008.

McDonnell Douglas Report No. L26-011, "DC-8 Supplemental Inspection Document (SID)," Volume II, Revision 8, dated January 2005, contains the following effective pages:

Pages	Revision	Date
List of Effective Pages, Pages A through L.	8	March 2008.

(1) The Director of the Federal Register approved the incorporation by reference of Boeing Report No. L26-011, "DC-8 All Series Supplemental Inspection Document (SID)," Volume I, Revision 7, dated March 2008; and McDonnell Douglas Report No. L26-011, "DC-8 Supplemental Inspection Document (SID)," Volume II, Revision 8, dated January 2005; in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On February 26, 1993 (58 FR 5576, January 22, 1993), the Director of the Federal Register approved the incorporation by reference of McDonnell Douglas Report No. L26-011, "DC-8 Supplemental Inspection Document (SID)," Volume I, Revision 3, dated March 1991; and McDonnell Douglas Report No. L26-011, "DC-8 Supplemental Inspection Document (SID)," Volume III-91, dated April 1991.

(3) Contact Boeing Commercial Airplanes, Attention: Data & Services Management, 3855 Lakewood Boulevard, MC D800-0019, Long Beach, California 90846-0001; telephone 206-544-5000, extension 2; fax 206-766-5683; e-mail dse.boecom@boeing.com; Internet <https://www.myboeingfleet.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.

Issued in Renton, Washington, on November 26, 2008.

Ali Bahrani,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-29233 Filed 12-23-08; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2008-1328; Directorate Identifier 2008-CE-066-AD; Amendment 39-15776; AD 2008-26-10]

RIN 2120-AA64

Airworthiness Directives; Cessna Aircraft Company 172, 175, 177, 180, 182, 185, 188, 206, 207, 208, 210, 303, 336, and 337 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Cessna Aircraft Company (Cessna) 172, 175, 177, 180, 182, 185, 188, 206, 207, 208, 210, 303, 336, and 337 series airplanes. This AD requires you to inspect the alternate static air source selector valve to assure that the part number identification placard does not obstruct the alternate static air source selector valve port. If the part number identification placard obstructs the port, this AD also requires you to remove the placard, assure that the port is unobstructed, and report to the FAA if obstruction is found. This AD results from reports of airplanes found with alternate static air source selector valve port obstruction caused by improper installation of the part number identification placard. The actions specified by this AD are intended to prevent erroneous indications from the altimeter, airspeed, and vertical speed indicators, which could cause the pilot to react to incorrect flight information and possibly result in loss of control. **DATES:** This AD becomes effective on January 5, 2009.

On January 5, 2009, the Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD.

We must receive any comments on this AD by February 23, 2009.

ADDRESSES: Use one of the following addresses to comment on this AD.

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.

- **Fax:** (202) 493-2251.

- **Mail:** U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

- **Hand Delivery:** U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

To get the service information identified in this AD, contact Cessna Aircraft Company, P.O. Box 7704, Wichita, Kansas 67277; telephone: (800) 423-7762 or (316) 517-6056; Internet: <http://www.cessna.com>.

To view the comments to this AD, go to <http://www.regulations.gov>. The docket number is FAA-2008-1328; Directorate Identifier 2008-CE-066-AD.

FOR FURTHER INFORMATION CONTACT: Ann Johnson, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: 316-946-4105; fax: 316-946-4107; e-mail address: ann.johnson@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

Reports of improper installation of the part number (P/N) identification placard on P/N 2013142-18 alternate static air source selector valves prompted us to issue AD 98-01-01, Amendment 39-10286 (63 FR 3455, January 23, 1998), which applies to certain Cessna Aircraft Company (Cessna) Models 172R and 182S airplanes, and AD 2008-10-02, Amendment 39-155508 (73 FR 24168, May 2, 2008), which applies to certain Cessna 172, 175, 180, 182, 185, 206, 207, 208, 210, and 303 series airplanes.

These ADs require inspecting the alternate static air source selector valve to determine if the P/N identification placard obstructs the alternate static air source selector valve port and removing

the placard if obstruction is found. These ADs also require reporting to the FAA if obstruction is found.

These assemblies are required for flight into instrument flight rules (IFR) conditions as defined in Sec. 91.411 of the Federal Aviation Regulations (14 CFR 91.411). Use of these assemblies is optional in visual flight rules (VFR) conditions.

After issuing AD 98-01-01 and AD 2008-10-02, we received reports of 15 airplanes not previously affected by either AD with a P/N 2013142-18 installed and the alternate static air source selector valve port was found obstructed by the P/N identification placard.

We have been informed that all P/N 2013142-18 alternate static air source selector valves shipped from Cessna Parts Distribution between January 1, 1993, and March 31, 2008, may have port obstruction caused by the P/N identification placard.

This condition, if not corrected, could result in the altimeter, airspeed, and vertical speed indicators displaying erroneous indications. This could cause the pilot to react to incorrect flight information and possibly result in loss of control.

Relevant Service Information

We reviewed Cessna Single Engine Service Bulletin, SB08-34-02, Revision 1, and Cessna Caravan Service Bulletin CAB08-4, Revision 1, both dated October 6, 2008; Cessna Single Engine Service Bulletin SEB08-5 and Cessna Multi-engine Service Bulletin MEB08-6, both dated October 13, 2008.

The service information describes procedures for inspecting the alternate static air source selector valve to assure that the P/N identification placard does not obstruct the alternate static air source selector valve port.

FAA's Determination and Requirements of This AD

We are issuing this AD because we evaluated all the information and determined the unsafe condition described previously is likely to exist or develop on other products of the same type design. This AD requires inspecting the alternate static air source selector valve to assure that the P/N identification placard does not obstruct the alternate static air source selector valve port. If the P/N identification placard obstructs the port, this AD requires you to remove the placard, assure that the port is unobstructed, and report to the FAA if obstruction is found.

FAA's Determination of the Effective Date

Since an unsafe condition exists that requires the immediate adoption of this AD, we determined that notice and opportunity for public comment before issuing this AD are impracticable, and that good cause exists for making this amendment effective in fewer than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and an opportunity for public comment. We invite you to send any written relevant data, views, or arguments regarding this AD. Send your comments to an address listed under the **ADDRESSES** section. Include the docket number "FAA-2008-1328; Directorate Identifier 2008-CE-066-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the AD. We will consider all comments received by the closing date and may amend the AD in light of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive concerning this AD.

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 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.

Examining the AD Docket

You may examine the AD docket that contains the AD, the regulatory evaluation, any comments received, and other information 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 Docket Office (telephone (800) 647-5527) is located at the street address stated in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

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 FAA amends § 39.13 by adding a new AD to read as follows:

2008-26-10 Cessna Aircraft Company:
Amendment 39-15776; Docket No. FAA-2008-1328; Directorate Identifier 2008-CE-066-AD.

Effective Date

- (a) This AD becomes effective on January 5, 2009.

Affected ADs

- (b) This AD relates to AD 98-01-01, Amendment 39-10287 and AD 2008-10-02, Amendment 39-15508. These ADs can be found on the Internet at the following Web site: <http://rgl.faa.gov/>.

Applicability

(c) This AD applies to all serial numbers (S/Ns) of the airplanes listed in Table 1 of this AD, certificated in any category, that:

(1) Were initially delivered from the manufacturer between January 1, 1993, and March 31, 2008, unless the modification/

rework required in AD 2008–10–02 has been done and you remain in compliance with that AD; or

(2) Have a part number (P/N) 2013142–18 installed as a replacement part anytime after January 1, 1993, unless the modification/ rework required in AD 2008–10–02 has been

done and you remain in compliance with that AD.

Note 1: The affected part was shipped from Cessna Parts Distribution (CPD) between January 1, 1993, and March 31, 2008.

Note 2: P/N 2013142–18 replaced P/Ns 2013142–9, –13, and –17.

TABLE 1—APPLICABLE AIRPLANE MODELS

Models		
172	F172K	177
172A	F172L	177A
172B	F172M	177B
172C	F172N	177RG
172D	F172P	F177RG
172E	FR172E	180
172F (USAF T–41A)	FR172F	180A
172G	FR172G	180B
172H (USAF T–41A)	FR172H	180C
172I	FR172J	180D
172K	FR172K	180E
172L	P172D	180F
172M	R172E (USAF T–41B), (USAF T–41C and D)	180G
172N	R172F (USAF T–41)	180H
172P	R172G (USAF T–41C or D)	180J
172Q	R172H (USAF T–41D)	180K
172R	R172J	182
172S	R172K	182A
F172D	172RG	182B
F172E	175	182C
F172F	175A	182D
F172G	175B	182E
F172H	175C	182F
182G	A185F	U206D
182H	206	U206E
182J	206H	U206F
182K	P206	U206G
182L	P206A	207
182M	P206B	207A
182N	P206C	T207
182P	P206D	T207A
182Q	P206E	208
182R	T206H	208B
182S	TP206A	210
182T	TP206B	210A
F182P	TP206C	210B
F182Q	TP206D	210C
FR182	TP206E	210D
R182	TU206A	210E
T182	TU206B	210F
T182T	TU206C	210G
TR182	TU206D	210H
185	TU206E	210J
185A	TU206F	210K
185B	TU206G	210L
185C	U206	210M
185D	U206A	210N
185E	U206B	210R
A185E	U206C	210–5 (205)
210–5A (205A)	FT337F	
T210F	M337B (USAF 02A)	
T210G	T337B	
T210H	T337C	
T210J	T337D	
T210K	T337E	
T210L	T337F	
T210M	T337H	
T210N	T337H–SP	
T210R		
T303		
336		
337		
337A (USAF 02B)		

TABLE 1—APPLICABLE AIRPLANE MODELS—Continued

337B 337C 337D 337E 337F 337G 337H F337E F337F F337G F337H FT337E		
<p>Unsafe Condition</p> <p>(e) This AD is the result of reports of improper installation of the part number identification placard on the alternate static air source selector valve. We are issuing this AD to prevent erroneous indications from the altimeter, airspeed, and vertical speed indicators, which could cause the pilot to react to incorrect flight information and possibly result in loss of control.</p> <p>Compliance</p> <p>(e) To address this problem, you must do the following, unless already done. A person authorized to perform maintenance as specified in 14 CFR section 43.3 of the Federal Aviation Administration Regulations (14 CFR 43.3) is required to do all the actions required in this AD.</p>		
Actions	Compliance	Procedures
(1) <i>For all affected airplanes that are not equipped for flight under instrument flight rules (IFR):</i> Inspect the alternate static air source selector valve to assure that the part number identification placard is not obstructing the port.	Within the next 100 hours time-in-service (TIS) after January 5, 2009 (the effective date of this AD) or within the next 4 months after January 5, 2009 (the effective date of this AD), whichever occurs first.	Following the procedures in Cessna Single Engine Service Bulletin SB08–34–02, Revision 1, dated October 6, 2008; Cessna Caravan Service Bulletin CAB08–4, Revision 1, dated October 6, 2008; Cessna Single Engine Service Bulletin SEB08–5, dated October 13, 2008; or Cessna Multi-engine Service Bulletin MEB08–6, dated October 13, 2008, as applicable.
(2) <i>For all affected airplanes that are equipped for flight under instrument flight rules (IFR):</i>	(A) Inspect within the next 10 days after January 5, 2009 (the effective date of this AD); or (B) Install placards before further flight after January 5, 2009 (the effective date of this AD).	Following the procedures in Cessna Single Engine Service Bulletin SB08–34–02, Revision 1, dated October 6, 2008; Cessna Caravan Service Bulletin CAB08–4, Revision 1, dated October 6, 2008; Cessna Single Engine Service Bulletin SEB08–5, dated October 13, 2008; or Cessna Multi-engine Service Bulletin MEB08–6, dated October 13, 2008, as applicable.
(i) Inspect the alternate static air source selector valve to assure that the part number identification placard is not obstructing the port; or (ii) Fabricate a placard that incorporates the following words (using at least 1/8-inch letters) and install this placard on the instrument panel within the pilot's clear view: "IFR OPERATION IS PROHIBITED" and "USE OF THE ALTERNATE STATIC AIR SOURCE IS PROHIBITED."		
(3) <i>For all affected airplanes that are equipped for flight under instrument flight rules (IFR):</i> If placards were installed in accordance with paragraph (e)(2)(ii) of this AD, inspect the alternate static air source selector valve to assure that the part number identification placard is not obstructing the port.	Within the next 100 hours TIS after January 5, 2009 (the effective date of this AD) or within the next 4 months after January 5, 2009 (the effective date of this AD), whichever occurs first. After doing the inspection, remove the placards installed in accordance with paragraph (e)(2)(ii) of this AD before further flight.	Following the procedures in Cessna Single Engine Service Bulletin SB08–34–02, Revision 1, dated October 6, 2008; Cessna Caravan Service Bulletin CAB08–4, Revision 1, dated October 6, 2008; Cessna Single Engine Service Bulletin SEB08–5, dated October 13, 2008; or Cessna Multi-engine Service Bulletin MEB08–6, dated October 13, 2008, as applicable.
(4) <i>For all affected airplanes:</i> If the alternate static air source selector valve port is found obstructed by the part number identification placard during the inspection required in paragraphs (e)(1), (e)(2)(i), and (e)(3) of this AD, remove the placard from the valve body, discard the placard, and assure that the port is open and unobstructed.	Before further flight after the inspection required in paragraphs (e)(1), (e)(2)(i), and (e)(3) of this AD.	Following the procedures in Cessna Single Engine Service Bulletin SB08–34–02, Revision 1, dated October 6, 2008; Cessna Caravan Service Bulletin CAB08–04, Revision 1, dated October 6, 2008; Cessna Single Engine Service Bulletin SEB08–5, dated October 13, 2008; or Cessna Multi-engine Service Bulletin MEB08–6, dated October 13, 2008, as applicable.

Actions	Compliance	Procedures
(5) <i>For all affected airplanes:</i> When a replacement valve is needed, only install a P/N 2013142-18 alternate static air source selector valve that has been inspected and the port is found free from obstruction.	As of 10 days after January 5, 2009 (the effective date of this AD).	A person authorized to perform maintenance as specified in 14 CFR section 43.3 of the Federal Aviation Administration Regulations (14 CFR 43.3) is required to do the inspection.

(f) Report to the FAA the results of the inspection required by this AD where an obstruction was found.

(1) Submit this report within 10 days after the inspection or 10 days after the effective date of this AD, whichever occurs later.

(2) Use the form in Figure 1 of this AD and submit it to FAA, Manufacturing Inspection District Office, Mid-Continent Airport, 1804 Airport Road, Room 101, Wichita, Kansas 67209; or fax to (316) 946-4189.

(3) The Office of Management and Budget (OMB) approved the information collection

requirements contained in this regulation under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and assigned OMB Control Number 2120-0056.

BILLING CODE 4910-13-P

<i>AD 2008-26-10 INSPECTION REPORT</i> (REPORT <u>ONLY</u> IF A PART NUMBER IDENTIFICATION PLACARD IS OBSTRUCTING THE STATIC AIR SOURCE SELECTOR VALVE PORT)	
1. <i>Inspection Performed By:</i>	2. <i>Phone:</i>
3. <i>Airplane Model:</i>	4. <i>Airplane Serial Number:</i>
5. <i>Airplane Total Hours TIS:</i>	
6. <i>Date of AD inspection:</i>	
7. <i>Inspection Results: (Note: Report <u>only</u> if a part number identification placard is obstructing static air source valve port.)</i>	8. <i>Corrective Action Taken:</i>

Mail report to: Wichita Manufacturing Inspection District Office, Mid-Continent Airport, 1804 Airport Road, Room 101, Wichita, Kansas, 67209; or fax to (316) 946-4189

Figure 1

Alternative Methods of Compliance (AMOCs)

(g) The Manager, Wichita Aircraft Certification Office (ACO), 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: Ann Johnson, Aerospace Engineer, FAA, Wichita ACO, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: 316-946-4105; fax: 316-946-4107; e-mail address: ann.johnson@faa.gov. 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.

(h) AMOCs approved for AD 2008-10-02 are approved for this AD.

Material Incorporated by Reference

(i) You must use Cessna Single Engine Service Bulletin, SB08-34-02, Revision 1, dated October 6, 2008; Cessna Caravan Service Bulletin CAB08-4, Revision 1, dated October 6, 2008; Cessna Single Engine Service Bulletin SEB08-5, dated October 13, 2008; and Cessna Multi-engine Service Bulletin MEB08-6, dated October 13, 2008, to do the actions required by this AD, unless the AD specifies otherwise.

(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 Cessna Aircraft Company, P.O. Box 7704, Wichita, Kansas 67277; telephone: (800) 423-7762 or (316) 517-6056; Internet: <http://www.cessna.com>.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; 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.

Issued in Kansas City, Missouri, on December 15, 2008.

Kim Smith,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-30465 Filed 12-23-08; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2008-1120; Directorate Identifier 2008-CE-064-AD; Amendment 39-15767; AD 2008-26-01]

RIN 2120-AA64

Airworthiness Directives; Air Tractor, Inc. Models AT-200, AT-300, AT-400, AT-500, AT-600, and AT-800 Series Airplanes

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

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) to supersede AD 2008-11-17, which applies to certain Air Tractor, Inc. Models AT-200, AT-300, AT-400, AT-500, AT-600, and AT-800 series airplanes. AD 2008-11-17 currently requires you to install an overturn skid plate kit or a modification to the overturn skid plate already installed. Since we issued AD 2008-11-17, the manufacturer has notified us that Model AT-401B airplanes also need a modification to the overturn skid plate. Consequently, this AD would retain the actions of AD 2008-11-17 and add the requirement to modify the overturn skid plate installed on Model AT-401B airplanes. We are issuing this AD to prevent the front and rear connections of the overturn skid plate to the airplane from breaking, which could allow foreign debris to enter the cockpit during an airplane overturn. This condition, if not corrected, could lead to pilot injury.

DATES: This AD becomes effective on January 28, 2009.

On January 28, 2009, the Director of the **Federal Register** approved the incorporation by reference of Snow Engineering Co. Service Letter #97, revised September 19, 2008, listed in this AD.

As of July 7, 2008 (73 FR 31351, June 2, 2008), the Director of the **Federal Register** approved the incorporation by reference of Snow Engineering Co. Service Letter #97, revised November 7, 2007, listed in this AD.

ADDRESSES: For service information identified in this AD, contact Air Tractor Inc., P.O. Box 485, Olney, Texas 76374; telephone: (940) 564-5616; fax: (940) 564-5612; e-mail: airmail@airtractor.com; Internet: <http://www.airtractor.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-2008-1120; Directorate Identifier 2008-CE-064-AD.

FOR FURTHER INFORMATION CONTACT:

Andy McAnaul, Aerospace Engineer, ASW-150, FAA San Antonio MIDO-43, 10100 Reunion Pl., Ste. 650, San Antonio, Texas 78216; telephone: (210) 308-3365; fax: (210) 308-3370.

SUPPLEMENTARY INFORMATION:

Discussion

On October 14, 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 Air Tractor, Inc. Models AT-200, AT-300, AT-400, AT-500, AT-600, and AT-800 series airplanes. This proposal was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on October 23, 2008 (73 FR 63096). The NPRM proposed to supersede AD 2008-11-17 with a new AD that would retain the actions of AD 2008-11-17 and add the requirement to modify the overturn skid plate installed on Model AT-401B airplanes.

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 1,309 airplanes in the U.S. registry.

In determining the total cost on U.S. operators, we presume all airplanes in the U.S. fleet have an overturn skid plate installed (as required by AD 2002-25-09) and the only cost is to incorporate the modification kit P/N 11411-1-501. We estimate the following costs to do the modification of installing the overturn skid plate modification kit P/N 11411-1-501 to those planes that