

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 adding the following new airworthiness directive (AD):

2007–16–11 Fokker Services B.V.:

Amendment 39–15150. Docket No. FAA–2007–28911; Directorate Identifier 2007–NM–002–AD.

Effective Date

(a) This AD becomes effective August 24, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Fokker Model F27 Mark 050 airplanes, certificated in any category; equipped with Dowty Type R.352 or R.410 series propellers.

Unsafe Condition

(d) This AD results from three events of propeller blade de-icer assembly overshoes (boots) debonding and detaching during flight. This condition was caused by using Minnesota Mining and Manufacture Co. (3M) 1300L adhesive to attach the boots to the propeller blade. We are issuing this AD to detect and correct boots attached with defective adhesive, which could result in debonding and separation of a boot from the airplane, consequent reduced structural integrity of the airplane, and possible injury to passengers and crew.

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.

Identification of Affected Boots/Repetitive Inspections/Replacement

(f) Within 30 days after the effective date of this AD: Check the maintenance records to determine whether 3M 1300L adhesive was used to attach the de-icer assembly boots to the propeller blades.

(1) If 3M 1300L adhesive was not used: No further action is required by this paragraph.

(2) If 3M 1300L adhesive was used, or the type of adhesive cannot be determined: Within 650 flight hours, do a general visual inspection for signs of lifting or bubbling of the adhesive in accordance with the Accomplishment Instructions of Dowty Service Bulletin F50–61–158, including Appendix 1, dated September 30, 2005.

(i) If no signs of lifting or bubbling are found: Repeat the inspection at intervals not to exceed 650 flight hours.

(ii) If any signs of lifting or bubbling are found: Before further flight, replace the affected de-icer assembly boot in accordance with Accomplishment Instructions of the service bulletin.

Note 1: For the purposes of this AD, a general visual inspection is: “A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.”

Parts Installation

(g) As of the effective date of this AD, no person may use 3M 1300L adhesive to attach a boot to the propeller blade, on any airplane.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, International Branch, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. 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

(i) Dutch airworthiness directive NL–2005–016, dated December 16, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(j) You must use Dowty Service Bulletin F50–61–158, including Appendix 1, dated September 30, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Fokker Services B.V., Technical Services Dept., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands, for a copy of this service information. 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/cfr/ibr-locations.html>.

Issued in Renton, Washington, on July 30, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7–15417 Filed 8–8–07; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2007–28017; Directorate Identifier 2007–NM–005–AD; Amendment 39–15146; AD 2007–16–07]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A310–203, A310–204, A310–222, A310–304, A310–322, and A310–324 Airplanes

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

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for the products listed above. This AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

* * * some structural areas have been identified for which existing recommended SB (service bulletin) needs to be rendered mandatory.

As a consequence, and because it has been shown that the torque applied to the tension bolts connecting the beam (stringer 49) to the forward and aft beam extension at FR11 and FR17 may be insufficient, this AD renders mandatory the replacement of those tension bolts, in order to limit the risks of damage or corrosion of the specified areas.

Damage or corrosion of the specified areas could result in reduced structural integrity of the airplane. We are issuing this AD to require actions to correct the unsafe condition on these products.

DATES: This AD becomes effective September 13, 2007.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of September 13, 2007.

ADDRESSES: You may examine the AD docket on the Internet at <http://dms.dot.gov> or in person at the U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200

New Jersey Avenue, SE., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Tom Stafford, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1622; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION:

Streamlined Issuance of AD

The FAA is implementing a new process for streamlining the issuance of ADs related to MCAI. This streamlined process will allow us to adopt MCAI safety requirements in a more efficient manner and will reduce safety risks to the public. This process continues to follow all FAA AD issuance processes to meet legal, economic, Administrative Procedure Act, and **Federal Register** requirements. We also continue to meet our technical decision-making responsibilities to identify and correct unsafe conditions on U.S.-certificated products.

This AD references the MCAI and related service information that we considered in forming the engineering basis to correct the unsafe condition. The AD contains text copied from the MCAI and for this reason might not follow our plain language principles.

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the **Federal Register** on April 26, 2007 (72 FR 20785). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

During the A310 life extension exercise performed by Airbus, the Airlines Representatives and the Airworthiness Authorities, some structural areas have been identified for which existing recommended SB (service bulletin) needs to be rendered mandatory.

As a consequence, and because it has been shown that the torque applied to the tension bolts connecting the beam (stringer 49) to the forward and aft beam extension at FR11 and FR17 may be insufficient, this AD renders mandatory the replacement of those tension bolts, in order to limit the risks of damage or corrosion of the specified areas.

Damage or corrosion of the specified areas could result in reduced structural integrity of the airplane. You may obtain further information by examining the MCAI in the AD docket.

Comments

We gave the public the opportunity to participate in developing this AD. We

received no comments on the NPRM or on the determination of the cost to the public.

Conclusion

We reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed.

Differences Between This AD and the MCAI or Service Information

We have reviewed the MCAI and related service information and, in general, agree with their substance. But we might have found it necessary to use different words from those in the MCAI to ensure the AD is clear for U.S. operators and is enforceable. In making these changes, we do not intend to differ substantively from the information provided in the MCAI and related service information.

We might also have required different actions in this AD from those in the MCAI in order to follow our FAA policies. Any such differences are highlighted in a NOTE within the AD.

Costs of Compliance

Based on the service information, we estimate that this AD affects about 29 products of U.S. registry. We also estimate that it will take about 9 work-hours per product to comply with the basic requirements of this AD. The average labor rate is \$80 per work-hour. Required parts will cost about \$886 per product. Where the service information lists required parts costs that are covered under warranty, we have assumed that there will be no charge for these costs. As we do not control warranty coverage for affected parties, some parties may incur costs higher than estimated here. Based on these figures, we estimate the cost of this AD on U.S. operators to be \$46,574, or \$1,606 per product.

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 this AD:

1. Is not a "significant regulatory action" under Executive Order 12866;
2. Is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and
3. 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 on the Internet at <http://dms.dot.gov>; or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains the NPRM, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone (800) 647-5527) is 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 the following new AD:

2007-16-07 Airbus: Amendment 39-15146. Docket No. FAA-2007-28017; Directorate Identifier 2007-NM-005-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective September 13, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A310-203, A310-204, A310-222, A310-304, A310-322, and A310-324 airplanes, certificated in any category, manufacturing serial numbers 283 through 434 inclusive. Airplanes which have received application of Airbus Service Bulletin A310-53-2045 at original issue up to Revision 05 are not affected by this AD.

Subject

(d) Fuselage.

Reason

(e) The mandatory continuing airworthiness information (MCAI) states: During the A310 life extension exercise performed by Airbus, the Airlines Representatives and the Airworthiness Authorities, some structural areas have been identified for which existing recommended SB (service bulletin) needs to be rendered mandatory.

As a consequence, and because it has been shown that the torque applied to the tension bolts connecting the beam (stringer 49) to the forward and aft beam extension at FR11 and FR17 may be insufficient, this AD renders mandatory the replacement of those tension bolts, in order to limit the risks of damage or corrosion of the specified areas.

Damage or corrosion of the specified areas could result in reduced structural integrity of the airplane.

Actions and Compliance

(f) Unless already done, do the following actions at the applicable time specified in paragraph (f)(1) or (f)(2) of this AD: Rework the structure between frame 11 and frame 17 of the nose landing gear well of the fuselage in accordance with the instructions of Airbus Service Bulletin A310-53-2045, Revision 05, dated July 20, 2006.

(1) For Model A310-300 airplanes: Prior to accumulation of 35,000 total flight cycles from first flight of the airplane, or within 30 days after the effective date of this AD, whichever occurs later.

(2) For Model A310-200 airplanes: Prior to the accumulation of 40,000 total flight cycles from the first flight of the airplane, or within 30 days after the effective date of this AD, whichever occurs later.

(3) Actions done before the effective date of this AD in accordance with Airbus Service Bulletin A310-53-2045, dated March 11, 1988; Revision 1, dated June 16, 1988; Revision 2, dated September 7, 1988; Revision 3, dated October 4, 1989; or Revision 4, dated April 20, 1990; is acceptable for compliance with the requirements of this AD.

FAA AD Differences

Note: 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: Tom Stafford, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1622; fax (425) 227-1149. Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the 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 European Aviation Safety Agency Airworthiness Directive 2006-0367, dated December 5, 2006; and Airbus Service Bulletin A310-53-2045, Revision 05, dated July 20, 2006; for related information.

Material Incorporated by Reference

(i) You must use Airbus Service Bulletin A310-53-2045, Revision 05, dated July 20, 2006, 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 Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France.

(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/cfr/ibr-locations.html>.

Issued in Renton, Washington, on July 30, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2005-22918; Directorate Identifier 2005-NM-172-AD; Amendment 39-15143; AD 2007-16-04]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A319-100 and A320-200 Series Airplanes

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

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Airbus Model A319-100 and A320-200 series airplanes. This AD requires repetitive inspections of the wing-tank fuel pumps, canisters, and wing fuel tanks for detached identification labels, and corrective action if necessary. This AD also requires modification of the fuel strainers at the fuel pump and suction bypass intakes, which would end the repetitive inspections. This AD results from several incidents of detached plastic identification labels found floating in the wing fuel tanks. We are issuing this AD to prevent plastic identification labels being ingested into the fuel pumps and consequently entering the engine fuel feed system, which could result in an engine shutdown.

DATES: This AD becomes effective September 13, 2007.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of September 13, 2007.

ADDRESSES: You may examine the AD docket on the Internet at <http://dms.dot.gov> or in person at the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC.

Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for service information identified in this AD.

FOR FURTHER INFORMATION CONTACT: Tim Dulin, Aerospace Engineer,