

Airbus Service Bulletin A330–53–3152, dated April 10, 2007. Do all applicable corrective actions before further flight.

(i) Prior to the compliance time shown in Table 1 of this AD after the first flight of the

airplane, depending on airplane configuration.

TABLE 1.—COMPLIANCE TIMES FOR MODEL A330 SERIES AIRPLANES WITH MODIFICATION 45012 EMBODIED

Airplane configuration	Threshold
Pre-modification 48827 (WV20 to WV27)	25,400 total flight cycles.
Post-modification 48827 (WV50 to WV56)	17,100 total flight cycles or 94,700 total flight hours, whichever occurs first.

(ii) Within 90 days after the effective date of this AD.

(2) For Airbus Model A330–200 and A340–300 series airplanes as identified in paragraph (c) of this AD, on which Modification 45012 has not been embodied in production: At the later of the compliance times specified in paragraphs (f)(2)(i) and (f)(2)(ii) of this AD, modify the upper shell structure of the fuselage in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330–53–3157 or Service Bulletin A340–53–4163, as applicable, both dated July 5, 2006.

(i) Prior to the compliance time shown in Table 2 of this AD after the first flight of the airplane.

TABLE 2.—COMPLIANCE TIMES FOR MODEL A330–200 AND A340–300 SERIES AIRPLANES WITHOUT MODIFICATION 45012 EMBODIED

Airplane series	Threshold
A330–200	6,600 total flight cycles.
A340–300	14,000 total flight cycles.

(ii) Within 90 days after the effective date 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: 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.

(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 EASA Airworthiness Directive 2007–0269R1, dated October 15, 2007, Airbus Service Bulletin A330–53–3152, dated April 10, 2007; Airbus Service Bulletin A330–53–3157, dated July 5, 2006; and Airbus Service Bulletin A340–53–4163, dated July 5, 2006; for related information.

Issued in Renton, Washington, on February 25, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8–3969 Filed 2–29–08; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2008–0231; Directorate Identifier 2007–NM–218–AD]

RIN 2120–AA64

Airworthiness Directives; Fokker F.28 Mark 0070 and Mark 0100 Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for the products listed above. This proposed 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:

To date, there have been at least 10 reported events on Fokker 70 (F28 Mark

0070) and Fokker 100 (F28 Mark 0100) aircraft where the flight crew manually overpowered the autopilot, inadvertently neglecting to disengage the autopilot. * * * When the autopilot is not disengaged, the elevator servomotor is overpowered and the horizontal stabilizer is moved by the Automatic Flight Control & Augmentation System (AFCAS) auto-trim in a direction opposite to the (manual) deflection of the elevator, causing high elevator control forces. This condition, if not corrected, could cause the stabilizer to move to an extreme out-of-trim position, creating the (remote) possibility of loss of control of the aircraft, due to the extreme control loads.

The proposed AD would require actions that are intended to address the unsafe condition described in the MCAI.

DATES: We must receive comments on this proposed AD by April 2, 2008.

ADDRESSES: You may send comments by any of the following methods:

- **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 W12–40, 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.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 this proposed AD, 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.

FOR FURTHER INFORMATION CONTACT: Tom Rodriguez, Aerospace Engineer,

International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1137; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2008-0231; Directorate Identifier 2007-NM-218-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this proposed AD based on 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 about this proposed AD.

Discussion

The Civil Aviation Authority—The Netherlands (CAA-NL), which is the aviation authority for the Netherlands, has issued Dutch Airworthiness Directive NL-2006-010, dated July 14, 2006 (referred to after this as "the MCAI"), to correct an unsafe condition for the specified products. The MCAI states:

To date, there have been at least 10 reported events on Fokker 70 (F28 Mark 0070) and Fokker 100 (F28 Mark 0100) aircraft where the flight crew manually overpowered the autopilot, inadvertently neglecting to disengage the autopilot. Detailed investigation of these incidents has shown that this usually occurs in a high workload environment that demands immediate manual control of the aircraft by the pilot flying, e.g., terrain warning. When the autopilot is not disengaged, the elevator servomotor is overpowered and the horizontal stabilizer is moved by the Automatic Flight Control & Augmentation System (AFCAS) auto-trim in a direction opposite to the (manual) deflection of the elevator, causing high elevator control forces. This condition, if not corrected, could cause the stabilizer to move to an extreme out-of-trim position, creating the (remote)

possibility of loss of control of the aircraft, due to the extreme control loads. In the original design of AFCAS, operation of the control wheel-mounted stabilizer trim switches has no effect when the autopilot is engaged. Based on the assumption that stabilizer trim switches will be operated by the pilot flying when encountering high control forces, an Autopilot Disconnect Unit has been developed that disconnects the autopilot when the stabilizer trim switches are operated. Since a potentially unsafe condition has been identified that may exist or develop on aircraft of this type design, this Airworthiness Directive requires the installation of Autopilot Disconnect Units and associated wiring changes.

You may obtain further information by examining the MCAI in the AD docket.

Relevant Service Information

Fokker Services B.V. has issued Fokker Service Bulletin SBF100-22-050, dated April 25, 2006, including the drawings listed in the following table. The actions described in this service information are intended to correct the unsafe condition identified in the MCAI.

DRAWINGS INCLUDED IN FOKKER SERVICE BULLETIN SBF100-27-050

Fokker drawing	Sheet	Issue	Date
W41501	057	CQ	April 25, 2006.
W41501	058	CQ	April 25, 2006.
W41501	059	CQ	April 25, 2006.
W41501	060	CQ	April 25, 2006.
W41501	061	CR	April 25, 2006.
W41501	062	CR	April 25, 2006.
W41504	009	K	April 25, 2006.
W41504	010	K	April 25, 2006.
W41504	011	J	April 25, 2006.
W41504	012	L	April 25, 2006.
W41504	013	L	April 25, 2006.
W46140	27	AR	March 5, 2002.
W46140	28	AR	March 8, 2002.
W46143	02	K	February 26, 2002.
W46143	03	K	March 8, 2002.
W46144	06	R	March 4, 2002.
W46144	07	S	March 7, 2002.
W46912	01	D	March 12, 2002.
W46930	01	Original	March 14, 2002.
W46930	02	E	March 14, 2002.
W46932	01	D	March 13, 2002.
W59140	177	GC	February 8, 2006.
W59140	178	GB	February 6, 2006.
W59140	221	GB	February 6, 2006.

FAA's Determination and Requirements of This Proposed AD

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with the State of Design Authority, we have been notified of the unsafe condition described in the MCAI and service information

referenced above. We are proposing this AD because we evaluated all pertinent information and determined an unsafe condition exists and is likely to exist or develop on other products of the same type design.

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 proposed different actions in this AD from those in the MCAI in order to follow FAA policies. Any such differences are highlighted in a NOTE within the proposed AD.

Costs of Compliance

Based on the service information, we estimate that this proposed AD would affect about 12 products of U.S. registry. We also estimate that it would take about 27 work-hours per product to comply with the basic requirements of this proposed AD. The average labor rate is \$80 per work-hour. Required parts would cost about \$3,000 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 the proposed AD on U.S. operators to be \$61,920, or \$5,160 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 proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 proposed regulation:

1. Is not a "significant regulatory action" under Executive Order 12866;
2. Is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and
3. 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 proposed AD and placed it in the AD docket.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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:

Fokker Services B.V.: Docket No. FAA–2008–0231; Directorate Identifier 2007–NM–218–AD.

Comments Due Date

- (a) We must receive comments by April 2, 2008.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Fokker Model F.28 Mark 0070 and 0100 airplanes, all serial numbers; certificated in any category.

Subject

(d) Air Transport Association (ATA) of America Code 22: Auto flight.

Reason

(e) The mandatory continuing airworthiness information (MCAI) states:

To date, there have been at least 10 reported events on Fokker 70 (F28 Mark 0070) and Fokker 100 (F28 Mark 0100) aircraft where the flight crew manually overpowered the autopilot, inadvertently neglecting to disengage the autopilot. Detailed investigation of these incidents has shown that this usually occurs in a high workload environment that demands immediate manual control of the aircraft by the pilot flying, e.g. terrain warning. When the autopilot is not disengaged, the elevator servomotor is overpowered and the horizontal stabilizer is moved by the Automatic Flight Control & Augmentation System (AFCAS) auto-trim in a direction opposite to the (manual) deflection of the elevator, causing high elevator control forces. This condition, if not corrected, could cause the stabilizer to move to an extreme out-of-trim position, creating the (remote) possibility of loss of control of the aircraft, due to the extreme control loads. In the original design of AFCAS, operation of the control wheel-mounted stabilizer trim switches has no effect when the autopilot is engaged. Based on the assumption that stabilizer trim switches will be operated by the pilot flying when encountering high control forces, an Autopilot Disconnect Unit has been developed that disconnects the autopilot when the stabilizer trim switches are operated. Since a potentially unsafe condition has been identified that may exist or develop on aircraft of this type design, this Airworthiness Directive requires the installation of Autopilot Disconnect Units and associated wiring changes.

Actions and Compliance

(f) Within 36 months after the effective date of this AD, unless already done, install autopilot disconnect units and do associated wiring changes in accordance with Section 3, "Accomplishment Instructions," of Fokker Service Bulletin SBF100–22–050, dated April 25, 2006, including the drawings listed in Table 1 of this AD.

TABLE 1.—DRAWINGS INCLUDED IN FOKKER SERVICE BULLETIN SBF100–27–050

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W41501	058	CQ	April 25, 2006.
W41501	059	CQ	April 25, 2006.
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W41501	061	CR	April 25, 2006.
W41501	062	CR	April 25, 2006.
W41504	009	K	April 25, 2006.
W41504	010	K	April 25, 2006.

TABLE 1.—DRAWINGS INCLUDED IN FOKKER SERVICE BULLETIN SBF100–27–050—Continued

Fokker drawing	Sheet	Issue	Date
W41504	011	J	April 25, 2006.
W41504	012	L	April 25, 2006.
W41504	013	L	April 25, 2006.
W46140	27	AR	March 5, 2002.
W46140	28	AR	March 8, 2002.
W46143	02	K	February 26, 2002.
W46143	03	K	March 8, 2002.
W46144	06	R	March 4, 2002.
W46144	07	S	March 7, 2002.
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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 Rodriguez, Aerospace Engineer, International Branch, ANM–116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 227–1137; 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 Dutch Airworthiness Directive NL–2006–010, dated July 14, 2006; and Fokker Service Bulletin SBF100–22–050, dated April 25, 2006, including the drawings listed in Table 1 of this AD; for related information.

Issued in Renton, Washington, on February 25, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8–3971 Filed 2–29–08; 8:45 am]

BILLING CODE 4910–13–P

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

[Docket No. FAA–2008–0247; Directorate Identifier 2008–CE–003–AD]

RIN 2120–AA64

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

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

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to supersede Airworthiness Directive (AD) 2002–25–09, which applies to certain Air Tractor, Inc. (Air Tractor) AT–250, AT–300, AT–400, and AT–500 series airplanes. AD 2002–25–09 currently requires you to install an overturn skid plate in the cockpit area. Since we issued AD 2002–25–09, we received a report of the bolts attaching the forward end of the original design overturn skid plate to the airframe breaking in an overturn accident. This allowed the skid plate to rotate around the rear attach point and the forward end of the plate to enter the cockpit area. Consequently, this proposed AD would require the installation of a modified skid plate kit or modification to skid plate kits that are already installed, including those

already installed on AT–402B, AT–502B, AT–602, and AT–802A series airplanes during production. We are proposing 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: We must receive comments on this proposed AD by May 2, 2008.

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

For service information identified in this proposed AD, contact Air Tractor Inc., P.O. Box 485, Olney, Texas 76374; telephone: (940) 564–5616; fax: (940) 564–5612.

FOR FURTHER INFORMATION CONTACT: Andy McAnaul, Aerospace Engineer, ASW–150, FAA San Antonio MIDO–43, 10100 Reunion Place, Suite 650, San Antonio, Texas 78216, phone: (210) 308–3365, fax: (210) 308–3370.

SUPPLEMENTARY INFORMATION:**Comments Invited**

We invite you to send any written relevant data, views, or arguments