by providing appropriate guidance should the rulemaking not resolve itself in time. But the two are not mutually exclusive and thus, I support a combination of options 1 and 2—granting the petition and clarifying in the notice the agency's regulatory interpretation of the existing regulations should they be required to be used prior to completion of the rulemaking.

Also, this paper should be reviewed for a release determination and, at a minimum, the voting record and SRM from this paper should be made publicly available five business days after the letter is sent to the petitioner, as is current practice for release of information regarding decisions on rulemaking petitions.

Gregory B. Jaczko.

[FR Doc. E8–1751 Filed 1–30–08; 8:45 am]

BILLING CODE 7590–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket Nos. FAA–2007–0413 and FAA–2007–0414; Directorate Identifiers 2007–NM–341–AD and 2007–NM–340–AD]

RIN 2120–AA64

Airworthiness Directives; Bombardier Model CL–600–2B19 (Regional Jet Series 100 & 440), CL–600–2C10 (Regional Jet Series 700, 701 & 702), CL–600–2D15 (Regional Jet Series 705), and CL–600–2D24 (Regional Jet Series 900) Airplanes

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

ACTION: Notice of proposed rulemaking (NPRM); correction.

SUMMARY: The FAA is correcting typographical errors in two NPRMs that were published in the **Federal Register** on January 4, 2008 (73 FR 833, and 73 FR 830). The errors resulted in incorrect docket numbers. One NPRM applies to all Bombardier Model CL–600–2B19 (Regional Jet Series 100 & 440) airplanes. The other NPRM applies to all Bombardier Model CL–600–2C10 (Regional Jet Series 700, 701 & 702), CL–600–2D15 (Regional Jet Series 705), and CL–600–2D24 (Regional Jet Series 900) airplanes. Both actions proposed to require revising the Airworthiness Limitations Section of the Instructions for Continued Airworthiness to incorporate new limitations for fuel tank systems.

ADDRESSES: 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: Rocco Viselli, Aerospace Engineer, Airframe and Propulsion Branch, ANE–171, FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228–7331; fax (516) 794–5531.

SUPPLEMENTARY INFORMATION: On December 26, 2007, the FAA issued a notice of proposed rulemaking (NPRM) for all Bombardier Model CL–600–2B19 (Regional Jet Series 100 & 440) airplanes. That NPRM, Directorate Identifier 2007–NM–341–AD, was published in the **Federal Register** on January 4, 2008 (73 FR 833).

On December 21, 2007, the FAA issued an NPRM for all Bombardier Model CL–600–2C10 (Regional Jet Series 700, 701 & 702), CL–600–2D15 (Regional Jet Series 705), and CL–600–2D24 (Regional Jet Series 900) airplanes. That NPRM, Directorate Identifier 2007–NM–340–AD, was published in the **Federal Register** on January 4, 2008 (73 FR 830).

Both actions proposed to require revising the Airworthiness Limitations Section of the Instructions for Continued Airworthiness to incorporate new limitations for fuel tank systems.

As published, those NPRMs specify incorrect docket numbers throughout the preamble and the regulatory text. The docket number associated with NPRM Directorate Identifier 2007–NM–341–AD was FAA–2008–0413, and the docket number associated with NPRM Directorate Identifier 2007–NM–340–AD was FAA–2008–0414. The docket numbers were assigned by the Federal Document Management System. We have been informed that incorrect docket numbers were assigned. The correct docket number for NPRM Directorate Identifier 2007–NM–341–AD is FAA–2007–0413. The correct docket number for NPRM Directorate Identifier 2007–NM–340–AD is FAA–2007–0414.

Any commenter who submitted comments to an original, incorrect docket number should check Docket No. FAA–2007–0413 or FAA–2007–0414 on *www.regulations.gov* to determine whether the comments have been received and filed in the appropriate docket. If not, or if it is not possible to determine whether comments have been posted to the correct docket, the comments should be resubmitted using the correct docket number.

No other part of the preamble or regulatory information has been changed; therefore, the NPRMs are not republished in the **Federal Register**.

The last date for submitting comments to the NPRMs remains February 4, 2008.

Correction

In the **Federal Register** of January 4, 2008, on page 833, in the second column, the headings section of NPRM Docket No. FAA–2008–0413, Directorate Identifier 2007–NM–341–AD, is corrected to read as follows:

''[Docket No. FAA–2007–0413; Directorate Identifier 2007–NM–341–AD]''

In the **Federal Register** of January 4, 2008, on page 833, in the third column, the **SUPPLEMENTARY INFORMATION** section of NPRM Docket No. FAA–2008–0413, Directorate Identifier 2007–NM–341–AD, is corrected to read as follows:

''* * * Include ''Docket No. FAA–2007–0413; Directorate Identifier 2007–NM–341–AD'' at the beginning of your comments. * * *''

In the **Federal Register** of January 4, 2008, on page 830, in the second column, the headings section of NPRM Docket No. FAA–2008–0414, Directorate Identifier 2007–NM–340–AD, is corrected to read as follows:

''[Docket No. FAA–2007–0414; Directorate Identifier 2007–NM–340–AD]''

In the **Federal Register** of January 4, 2008, on page 831, in the first column, the **SUPPLEMENTARY INFORMATION** section of NPRM Docket No. FAA–2008–0414, Directorate Identifier 2007–NM–340–AD, is corrected to read as follows:

''* * * Include ''Docket No. FAA–2007–0414; Directorate Identifier 2007–NM–340–AD'' at the beginning of your comments. * * *''

§ 39.13 [Corrected]

In the **Federal Register** of January 4, 2008, on page 835, in the first column, paragraph 2. of PART 39—AIRWORTHINESS DIRECTIVES of NPRM Docket No. FAA–2008–0413, Directorate Identifier 2007–NM–341–AD is corrected to read as follows:

* * * * *

Bombardier, Inc. (Formerly Canadair): Docket No. FAA–2007–0413; Directorate Identifier 2007–NM–341–AD.

* * * * *

In the **Federal Register** of January 4, 2008, on page 832, in the second

column, paragraph 2. of PART 39—AIRWORTHINESS DIRECTIVES of NPRM Docket No. FAA–2008–0414, Directorate Identifier 2007–NM–340–AD is corrected to read as follows:

* * * * *

Bombardier, Inc. (Formerly Canadair):
Docket No. FAA–2007–0414; Directorate Identifier 2007–NM–340–AD.

* * * * *

Issued in Renton, Washington, on January 24, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8–1695 Filed 1–30–08; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2008–0107; Directorate Identifier 2007–NM–087–AD]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 747 Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for certain Boeing Model 747 airplanes. This proposed AD would require inspections for scribe lines in affected lap and butt splices, wing-to-body fairing locations, and external repair and cutout reinforcement areas; and related investigative and corrective actions if necessary. This proposed AD results from reports of scribe lines found at lap joints and butt joints, around external doublers and antennas, and at locations where external decals had been cut. We are proposing this AD to detect and correct scribe lines, which can develop into fatigue cracks in the skin and cause sudden decompression of the airplane.

DATES: We must receive comments on this proposed AD by March 17, 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 W12–140, 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 AD, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124–2207.

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 proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket 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: Wayne Lockett, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 917–6447; fax (425) 917–6590.

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–2008–0107; Directorate Identifier 2007–NM–087–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 because 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 about this proposed AD.

Discussion

We have received a report indicating that scribe lines have been found by 8 operators on 15 Model 747 airplanes. Scribe lines were found at lap joints and butt joints, around external doublers and antennas, and at locations where external decals had been cut. Many of the scribe lines appear to have been made when sealant was removed as part of preparation of the airplane for repainting. Although fatigue cracks can develop in the skin at scribe line locations—and have been found on some airplane models, no such cracking has been found on Model 747 airplanes. Such fatigue cracks, if not corrected, could grow large and cause sudden decompression of the airplane.

Related ADs

This proposed AD is similar to two existing ADs. AD 2006–07–12, amendment 39–14539 (71 FR 16211, March 31, 2006), applies to all Boeing Model 737–100, –200, –200C, –300, –400, and –500 series airplanes. AD 2007–19–07, amendment 39–15198 (72 FR 60244, October 24, 2007), applies to all Boeing Model 757–200, –200PF, and –200CB series airplanes. Those ADs require inspections to detect scribe lines in the fuselage skin at certain lap joints, butt joints, external repair doublers, and other areas; and related investigative/corrective actions if necessary. Those actions resulted from reports of fuselage skin cracks adjacent to the skin lap joints on airplanes that had scribe lines.

Relevant Service Information

We have reviewed Boeing Service Bulletin 747–53A2563, Revision 2, dated January 3, 2008. The service bulletin describes procedures for exploratory detailed inspections to detect scribe lines in affected lap and butt splices, wing-to-body fairing locations, and external repair and cutout reinforcement areas. The service bulletin specifies removing paint and sealant from affected areas before the initial exploratory inspection. The compliance time for the exploratory inspections is 15,000 or 25,000 total flight cycles (depending on the inspection location), with a grace period between 500 and 1,500 flight cycles depending on the age of the airplane and the location of the inspection.

The service bulletin specifies conditional actions, depending on the size, depth, and location of the damage. These actions include performing eddy current or ultrasonic inspections of the scribe lines to detect cracks, and either repairing scribe lines and cracks or contacting Boeing for repair instructions.

The service bulletin specifies repairing scribe lines before further flight, except when a limited return to service (LRTS) program for qualifying scribe lines would allow return to service for a limited period before scribe lines are repaired. The LRTS program includes repetitive inspections to detect cracks where scribe lines are found. To