

Related Information

(h) Refer to MCAI European Aviation Safety Agency (EASA) Airworthiness Directive 2007–0137, dated May 16, 2007; Dassault Service Bulletin F2000EX–116, dated May 31, 2006; and Dassault Service Bulletin F2000EX–140, dated February 28, 2007; for related information.

Issued in Renton, Washington, on March 3, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8–5006 Filed 3–12–08; 8:45 am]

BILLING CODE 4910–13–P

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

[Docket No. FAA–2008–0270; Directorate Identifier 2007–NM–255–AD]

RIN 2120–AA64

Airworthiness Directives; Gulfstream Aerospace LP Model Galaxy Airplanes and Gulfstream 200 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:

The 3 supporting blocks [installed on hydraulic lines] were made of Teflon, which is unsuitable material for this application. Excessive wear of the blocks was discovered on numerous aircraft, as well as several cases of chafing between the loosely supported tubes. In one case, hydraulic fluid was lost due to fatigue failure of an inadequately supported tube. Loss of hydraulic fluid causes subsequent multiple failures of hydraulically operated systems.

Multiple failures of hydraulically operated systems (for the flight air brake actuators, brake system, right thrust reverser, etc.) could result in reduced controllability of the airplane. 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 14, 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:

Mike Borfittz, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 227–2677; 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–2008–0270; Directorate Identifier 2007–NM–255–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 of Israel (CAAI), which is the aviation authority for Israel, has issued Israeli Airworthiness Directive 29–07–01–11,

dated May 28, 2007 (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

The 3 supporting blocks [installed on hydraulic tubes] were made of Teflon, which is unsuitable material for this application. Excessive wear of the blocks was discovered on numerous aircraft, as well as several cases of chafing between the loosely supported tubes. In one case, hydraulic fluid was lost due to fatigue failure of an inadequately supported tube. Loss of hydraulic fluid causes subsequent multiple failures of hydraulically operated systems.

Multiple failures of hydraulically operated systems (for the flight air brake actuators, brake system, right thrust reverser, etc.) could result in reduced controllability of the airplane. The corrective actions include repetitive visual inspections of the attaching blocks for wear and of the hydraulic tubes to determine if any tube is loose or damaged; an inspection of the entire length of the tubes for chafing, damage, and cracking; replacement of chafed, damaged, or cracked tubes; and replacement of blocks made of Teflon in the right-hand aft fuselage equipment bay with new blocks made of Nylon 6/6. You may obtain further information by examining the MCAI in the AD docket.

Relevant Service Information

Gulfstream has issued Service Bulletin 200–29–316, dated June 29, 2007. The actions described in this service information are intended to correct the unsafe condition identified in the MCAI.

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 129 products of U.S. registry. We also estimate that it would take about 2 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 \$54 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 \$27,606, or \$214 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:

Gulfstream Aerospace LP (Formerly Israel Aircraft Industries, Ltd.): Docket No. FAA-2008-0270; Directorate Identifier 2007-NM-255-AD.

Comments Due Date

- (a) We must receive comments by April 14, 2008.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Gulfstream Model Galaxy airplanes and Gulfstream 200 airplanes, serial numbers 004 through 156, certificated in any category.

Subject

- (d) Air Transport Association (ATA) of America Code 29: Hydraulic Power.

Reason

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

The 3 supporting blocks [installed on hydraulic tubes] were made of Teflon, which is unsuitable material for this application. Excessive wear of the blocks was discovered on numerous aircraft, as well as several cases of chafing between the loosely supported tubes. In one case, hydraulic fluid was lost due to fatigue failure of an inadequately supported tube. Loss of hydraulic fluid causes subsequent multiple failures of hydraulically operated systems.

Multiple failures of hydraulically operated systems (for the flight air brake actuators, brake system, right thrust reverser, etc.) could result in reduced controllability of the airplane. The corrective actions include repetitive visual inspections of the attaching blocks for wear and of the hydraulic tubes to determine if any tube is loose or damaged; an inspection of the entire length of the tubes for chafing, damage, and cracking; replacement of chafed, damaged, or cracked tubes; and replacement of blocks made of Teflon in the right-hand aft fuselage equipment bay with new blocks made of Nylon 6/6.

Actions and Compliance

- (f) Do the following actions.

(1) Within 50 flight hours or one month after the effective date of this AD, whichever occurs first, unless previously accomplished within 300 flight hours or six months prior to the effective date of this AD: Perform a visual inspection of the clamping blocks for wear and of the hydraulic tubes to determine if any tube is loose or damaged. Clamping blocks are shown in detail B of Figure 2 of Gulfstream Service Bulletin 200-29-316, dated June 29, 2007, or in details B and C of Figure 10, Page 0, of the Gulfstream G200 Illustrated Parts Catalog Chapter 29-10-30.

(i) If clamping blocks are not worn, repeat the inspections specified in paragraph (f)(1) of this AD thereafter at intervals not to exceed 300 flight hours or six months, whichever comes first, until the replacement required by paragraph (f)(2) of this AD is done.

(ii) If any hydraulic tube is loose or damaged, before further flight, inspect the hydraulic tubes along their entire length for chafing, damage, and cracks.

(iii) Before further flight, repair or replace all chafed, damaged, or cracked tubes using a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the Civil Aviation Authority of Israel (CAAI) (or its delegated agent). Chapter 20-10-12 of the Gulfstream G200 Maintenance Manual is one approved method.

(iv) Before further flight, replace all worn clamping blocks by doing the replacement specified in paragraph (f)(2) of this AD, except as provided by paragraph (f)(1)(v) of this AD.

(v) If Nylon 6/6 clamping blocks part number (P/N) 4AS3565055-511 are not available during the replacement specified in paragraph (f)(1)(iv) of this AD, before further flight, install new or serviceable Teflon clamping blocks P/N 4AS3565055-507. Within 300 flight hours or six months after doing the installation, do the actions specified in paragraph (f)(1) of this AD and repeat thereafter at intervals not to exceed 300 flight hours or six months, whichever comes first, until the replacement required by paragraph (f)(2) of this AD is done.

(2) Within 600 flight hours or one year, whichever comes first, after the effective date of this AD, unless previously accomplished: Replace the existing Teflon clamping blocks P/N 4AS3565055-507 with Nylon 6/6 clamping blocks P/N 4AS3565055-511 in accordance with Gulfstream Service Bulletin 200-29-316, dated June 29, 2007.

Accomplishment of this replacement constitutes terminating action for all inspections of the clamping blocks required by this AD. Accomplishment of this replacement also constitutes terminating action for the repetitive inspections of the hydraulic tube required by paragraphs (f)(1)(i) and (f)(1)(v) of this AD.

Note 1: Succeeding scheduled maintenance checks of this area are to be performed per the Aircraft Maintenance Manual (AMM).

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows:

(1) The MCAI does not specify service information if any tube replacement is done. This AD requires doing the replacement as specified in paragraph (f)(1)(ii) of this AD.

(2) The MCAI specifies doing a one-time inspection of the installed Teflon blocks but also specifies doing repetitive inspections of temporary replacement Teflon blocks until the permanent replacement with Nylon 6/6 clamping blocks is done. This AD requires repetitive inspections of all Teflon blocks until the permanent replacement is done.

(3) The MCAI specifies that doing the replacement with Nylon 6/6 clamping blocks constitutes terminating action. This AD specifies that doing the replacement with Nylon 6/6 clamping blocks constitutes terminating action for the inspections of the clamping blocks and for the repetitive inspections of the hydraulic tubes.

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, 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: Mike Borfitt, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2677; 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 Israeli Airworthiness Directive 29-07-01-11, dated May 28, 2007,

and Gulfstream Service Bulletin 200-29-316, dated June 29, 2007, for related information.

Issued in Renton, Washington, on March 3, 2008.

Ali Bahrami,

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

[FR Doc. E8-5015 Filed 3-12-08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2008-0295; Directorate Identifier 2007-NM-298-AD]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 757 Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for all Boeing Model 757-200, -200PF, -200CB, and -300 series airplanes. This proposed AD would require an inspection of the two spring arms in the spin brake assemblies in the nose wheel well to determine if the spring arms are made of aluminum or composite material, and repetitive related investigative/corrective actions if necessary. This proposed AD results from reports of cracked and broken aluminum spring arms. We are proposing this AD to detect and correct cracked or broken spring arms. A cracked or broken spring arm could separate from the airplane and result in potential hazard to persons or property on the ground, or ingestion into the engine with engine damage and potential shutdown, or damage to the airplane.

DATES: We must receive comments on this proposed AD by April 28, 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:

Jason Deutschman, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6449; 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-2008-0295; Directorate Identifier 2007-NM-298-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

Two spin brake assemblies are installed in the nose wheel well and include the spin brake spring arms. Wear bars or brake pads installed on the spin brake spring arms bring the nose wheel to a stop after the gear is retracted. We have received reports of cracked and broken aluminum spring arms. In some cases, the aluminum spin brake spring arm separated from the airplane. Cracked or broken spring arms, if not detected and corrected, could