

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:

**Dassault Aviation (Formerly Avions Marcel Dassault-Breguet Aviation (AMD/BA)):**  
Docket No. FAA-2008-0296; Directorate Identifier 2007-NM-307-AD.

#### Comments Due Date

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

#### Affected ADs

- (b) None.

### Applicability

(c) This AD applies to Dassault Model Mystere-Falcon 20-C5, 20-D5, and 20-E5 airplanes, certificated in any category, all serial numbers.

### Subject

(d) Air Transport Association (ATA) of America Code 30: Ice and Rain Protection.

### Reason

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

This Airworthiness Directive (AD) is prompted by the discovery on an in-service Mystere-Falcon 20-C5 of a collapsed wing anti-ice flexible hose due to internal ply separation.

Consequences on the aircraft can be insufficient anti-icing not detected by the monitoring system. Ice accretion on the wing might then occur and might jeopardize the aircraft flight performance and safety.

The present AD mandates replacement of the wing anti-ice flexible hoses by new ones of an improved design.

The unsafe condition is undetected excessive ice build-up on the wings, which could interfere with controllability of the airplane.

### Actions and Compliance

(f) Within 7 months after the effective date of this AD, unless already done, do the following actions.

(1) Inspect to determine whether any wing anti-ice flexible hose having part number (P/N) FAL1006 or P/N ARM224A is installed. A review of airplane maintenance records is acceptable in lieu of this inspection if the part number of the wing anti-ice flexible hose can be conclusively determined from that review. If any wing anti-ice flexible hose does not have P/N FAL1006 or P/N ARM224A, no further action is required by this AD for that hose, except as required by paragraph (f)(3) of this AD.

(2) Remove any wing anti-ice flexible hose having P/N FAL1006 or P/N ARM224A, and install a new hose having ESPA P/N 60503104509; in accordance with the Accomplishment Instructions of Dassault Aviation Service Bulletin F20-775, dated July 9, 2007.

(3) As of the effective date of this AD, no person shall install any flexible hose having P/N FAL1006 or P/N ARM224A on any Model Mystere-Falcon 20-C5, 20-D5, or 20-E5 airplane specified in the applicability of this AD.

### FAA AD Differences

**Note 1:** This AD differs from the MCAI and/or service information as follows: The MCAI does not require inspecting to determine the part numbers of the wing anti-ice flexible hoses. This AD requires such an inspection.

### 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: 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. 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 2007-0227, dated September 17, 2007, and Dassault Aviation Service Bulletin F20-775, dated July 9, 2007, for related information.

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

**Ali Bahrami,**

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

[FR Doc. E8-5016 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-2008-0272; Directorate Identifier 2007-NM-275-AD]

RIN 2120-AA64

### Airworthiness Directives; Dassault Model Falcon 2000 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:

In service events have shown that, after implementation of Dassault Aviation SB

F2000–133 and F2000–166, a risk of engine cowlings separation from the airplane still exists, and may cause potential damages to the engine itself and to the horizontal stabilizer.

It is suspected that on-ground improper latching may lead to a radial deformation of engine cowlings in flight and to their eventual escape out of their locking devices. This situation may represent a hazard to the aircraft propulsive system and/or its structural integrity.

\* \* \* \* \*

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:** 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.

#### 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–2008–0272; Directorate Identifier 2007–NM–275–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 European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued Airworthiness Directive 2007–0016, dated January 12, 2007 (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

In service events have shown that, after implementation of Dassault Aviation SB F2000–133 and F2000–166, a risk of engine cowlings separation from the airplane still exists, and may cause potential damages to the engine itself and to the horizontal stabilizer.

It is suspected that on-ground improper latching may lead to a radial deformation of engine cowlings in flight and to their eventual escape out of their locking devices. This situation may represent a hazard to the aircraft propulsive system and/or its structural integrity.

The purpose of this Airworthiness Directive (AD) is to secure safe closure of engine cowlings and improve the existing locking devices.

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

#### Relevant Service Information

Dassault has issued Service Bulletins F2000–166, Revision 1, dated October 24, 2001, and F2000–298, Revision 3, dated September 26, 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 229 products of U.S. registry. We also estimate that it would take about 90 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 \$0 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 \$1,648,800, or \$7,200 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:

**Dassault Aviation:** Docket No. FAA–2008–0272; Directorate Identifier 2007–NM–275–AD.

### Comments Due Date

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

### Affected ADs

- (b) None.

### Applicability

(c) This AD applies to Dassault Model Falcon 2000 airplanes, certificated in any category, all serial numbers, except those that have incorporated Modification M2275 during production or Dassault Service Bulletin F2000–298 in service.

### Subject

- (d) Air Transport Association (ATA) of America Code 54: Nacelles/Pylons.

## Reason

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

In service events have shown that, after implementation of Dassault Aviation SB F2000–133 and F2000–166, a risk of engine cowlings separation from the airplane still exists, and may cause potential damages to the engine itself and to the horizontal stabilizer.

It is suspected that on-ground improper latching may lead to a radial deformation of engine cowlings in flight and to their eventual escape out of their locking devices. This situation may represent a hazard to the aircraft propulsive system and/or its structural integrity.

The purpose of this Airworthiness Directive (AD) is to secure safe closure of engine cowlings and improve the existing locking devices.

## Actions and Compliance

(f) Within 12 months after the effective date of this AD unless already done, do the following actions.

- (1) Modify the existing engine cowl locking system in accordance with the instructions contained in Dassault Service Bulletin F2000–298, Revision 3, dated September 26, 2007.

(2) Before or concurrent with the modification required by paragraph (f)(1) of this AD, modify the engine cowl attachments in accordance with the instructions contained in Dassault Service Bulletin F2000–166, Revision 1, dated October 24, 2001 (Modification M1579).

(3) Actions done before the effective date of this AD in accordance with Dassault Service Bulletins F2000–298, Revision 1, dated October 31, 2006, or Revision 2, dated April 12, 2007; and F2000–166 dated June 27, 2001; are acceptable for compliance with the corresponding actions 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, 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 European Aviation Safety Agency Airworthiness Directive 2007–0016, dated January 12, 2007; and Dassault Service Bulletins F2000–166, Revision 1, dated October 24, 2001; and F2000–298, Revision 3, dated September 26, 2007; for related information.

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

**Ali Bahrami,**

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

[FR Doc. E8–4999 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–2008–0288; Directorate Identifier 2006–SW–25–AD]

**RIN 2120–AA64**

## Airworthiness Directives; Bell Helicopter Textron, Inc. Model 214B and B–1 Helicopters

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes adopting a new airworthiness directive (AD) for Bell Helicopter Textron, Inc. (BHTI) Model 214B and B–1 helicopters. The AD would require creating a component history card or equivalent for each pylon support spindle assembly (spindle), and inspecting certain spindles for any corrosion, or a nick, scratch, dent, or crack, and replacing any unairworthy spindle before further flight. This proposal is prompted by three in-flight failures of spindles that resulted in forced landings. The actions specified by the proposed AD are intended to detect damage in the radii or cracking of a spindle, and to prevent failure of a spindle and subsequent loss of control of the helicopter.

**DATES:** Comments must be received on or before May 12, 2008.

**ADDRESSES:** Use one of the following addresses to submit comments on this proposed AD: