

Testing/Inspecting/Investigative and Corrective Actions

(f) Within 6 months after the effective date of this AD: Do a test of the web panel of the main wheel well pressure deck to determine the material type, and do an ultrasonic inspection to determine material thickness, by doing all the applicable actions specified in the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-57-1289, dated June 13, 2007.

(g) For airplanes on which the web thickness or material is found to be discrepant during the test and inspection required by paragraph (f) of this AD, accomplish the applicable actions specified in paragraphs (g)(1) and (g)(2) of this AD at the time specified, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-57-1289, dated June 13, 2007.

(1) Do all applicable related investigative and corrective actions (including detailed and general visual inspections) before further flight, by doing all the actions specified in the Accomplishment Instructions of the service bulletin; except as provided by paragraph (h) of this AD. Repeat the inspections thereafter at intervals not to exceed 1,000 flight cycles until paragraph (g)(2) of this AD has been done.

(2) Within 30 months or 6,000 flight cycles after accomplishing the actions required by paragraph (g)(1) of this AD, whichever is later, replace the web panel in accordance with the Accomplishment Instructions of the service bulletin. Doing this replacement ends the repetitive inspections required by paragraph (g)(1) of this AD.

Corrective Actions

(h) If any crack or corrosion is found during any inspection required by paragraph (g)(1) of this AD, and Boeing Special Attention Service Bulletin 737-57-1289, dated June 13, 2007, specifies to contact Boeing for repair instructions: Before further flight, repair according to a method approved in accordance with the procedures specified in paragraph (i) of this AD.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Seattle ACO, 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.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

Issued in Renton, Washington, on December 21, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-251 Filed 1-9-08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2007-0394; Directorate Identifier 2007-NM-252-AD]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F27 Mark 050 and Model F.28 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:

Recently, a Fokker 100 (F28 Mark 0100) operator noted that the electrical connectors of the PSUs (Passenger Service Units) did not lock properly during installation in the aircraft. The PSU panels installed in Fokker 50 (F27 Mark 050 and Mark 0502) aircraft are similar to those installed in the Fokker 100. Investigation revealed that the lack of locking is caused by the tolerance in thickness of the gaskets (seals) inside the PSU connectors. This condition, if not corrected, may cause the connector to overheat, leading to electrical arcing and subsequent failure of the PSU Panels. In such instances, smoke is likely to be emitted. * * *

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 February 11, 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-2007-0394; Directorate Identifier 2007-NM-252-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-2006-008, dated July 14, 2006 (referred to after this as "the MCAI"), to correct an unsafe condition for the specified products. The MCAI states:

Recently, a Fokker 100 (F28 Mark 0100) operator noted that the electrical connectors of the PSUs (Passenger Service Units) did not lock properly during installation in the aircraft. The PSU panels installed in Fokker 50 (F27 Mark 050 and Mark 0502) aircraft are

similar to those installed in the Fokker 100. Investigation revealed that the lack of locking is caused by the tolerance in the thickness of the gaskets (seals) inside the PSU connectors. This condition, if not corrected, may cause the connector to overheat, leading to electrical arcing and subsequent failure of the PSU Panels. In such instances, smoke is likely to be emitted. To remedy and prevent these problems, the PSU manufacturer Honeywell International Aerospace Electronic Systems (formerly known as Grimes Aerospace Company), has narrowed the tolerances of these gaskets. Since an unsafe condition has been identified that is likely to exist or develop on aircraft of these type designs, this Airworthiness Directive requires inspection [to verify if the J1/P1 and J2/P2 interface connectors can be properly locked and gaskets are present] and, where necessary, replacement of the affected PSU Panel 11 and 12 Interface Connector gaskets.

Corrective actions include installing a gasket, verifying that the J1 and J2 receptacle locking tabs are not deformed, replacing the receptacle, and installing a new PSU panel. You may obtain further information by examining the MCAI in the AD docket.

Relevant Service Information

Fokker Services B.V has issued Fokker Service Bulletins SBF50–25–061 and SBF100–25–108, both dated March 31, 2006. 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 9 products of U.S. registry. We also estimate that it would take about 4 work-hours per product to comply with the basic requirements of this proposed AD. The average labor rate is \$80 per work-hour. Based on these figures, we estimate the cost of the proposed AD on U.S. operators to be \$2,880, or \$320 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–2007–0394; Directorate Identifier 2007–NM–252–AD.

Comments Due Date

- (a) We must receive comments by February 11, 2008.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to the Fokker airplanes identified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category.

(1) Fokker Model F27 Mark 050 airplanes, equipped with Honeywell International (Grimes Aerospace) Passenger Service Units (PSUs), part number 10–1178–XX series.

(2) Fokker Model F28 Mark 0100 airplanes, equipped with Honeywell International (Grimes Aerospace) PSUs, part number 10–1178–XX series or 10–1571–XX series, unless modified in accordance with Fokker Service Bulletin SBF100–25–070.

Subject

- (d) Air Transport Association (ATA) of America Code 25: Equipment/Furnishings.

Reason

- (e) The mandatory continuing airworthiness information (MCAI) states: Recently, a Fokker 100 (F28 Mark 0100) operator noted that the electrical connectors of the PSUs (Passenger Service Units) did not lock properly during installation in the aircraft. The PSU panels installed in Fokker 50 (F27 Mark 050 and Mark 0502) aircraft are similar to those installed in the Fokker 100. Investigation revealed that the lack of locking is caused by the tolerance in thickness of the gaskets (seals) inside the PSU connectors. This condition, if not corrected, may cause the connector to overheat, leading to electrical arcing and subsequent failure of the PSU Panels. In such instances, smoke is likely to be emitted. To remedy and prevent these problems, the PSU manufacturer Honeywell International Aerospace Electronic Systems (formerly known as Grimes Aerospace Company), has narrowed

the tolerances of these gaskets. Since an unsafe condition has been identified that is likely to exist or develop on aircraft of these type designs, this Airworthiness Directive requires inspection [to verify if the J1/P1 and J2/P2 interface connectors can be properly locked and gaskets are present] and, when necessary, replacement of the affected PSU Panel 11 and 12 Interface Connector gaskets. Corrective actions include installing a gasket, verifying that the J1 and J2 receptacle locking tabs are not deformed, replacing the receptacle, and installing a new PSU panel.

Actions and Compliance

(f) Within 36 months after the effective date of this AD unless already done, do the following actions.

(1) Inspect the affected Honeywell International (Grimes Aerospace) PSU Panel Interface Connectors for proper locking of the connectors and to verify that gaskets are installed, in accordance with Part 3. Accomplishment Instructions of Fokker Service Bulletin SBF50–25–061 or SBF100–25–108, both dated March 31, 2006, as applicable.

(2) When discrepancies are found, before next flight, do all applicable corrective actions as detailed in Part 3. Accomplishment Instructions of Fokker Service Bulletin SBF50–25–061 or SBF100–25–108, both dated March 31, 2006, as applicable.

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, 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 CAA–NL, Dutch Airworthiness Directive NL–2006–008, dated July 14, 2006, and Fokker Service Bulletin SBF50–25–061 or SBF100–25–108, both dated March 31, 2006, for related information.

Issued in Renton, Washington, on December 21, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8–252 Filed 1–9–08; 8:45 am]

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DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 1

[REG–118886–06]

RIN 1545–BF65

Clarification to Section 6411 Regulations; Hearing

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notice of public hearing on proposed rulemaking.

SUMMARY: This document provides notice of a public hearing on a notice of proposed rulemaking under section 6411 of the Internal Revenue Code relating to the computation and allowance of the tentative carryback adjustment. These regulations clarify that for purposes of allowing the tentative adjustment, the IRS may credit or reduce the tentative adjustment by an assessed tax liability, whether or not that tax liability was assessed before the date the application for tentative carryback is filed, and other unassessed liabilities in certain other circumstances.

DATES: The public hearing is being held on Tuesday, February 5, 2008, at 10 a.m. The IRS must receive outlines of the topics to be discussed at the hearing by Tuesday, January 22, 2008.

ADDRESSES: The public hearing is being held in the room 2140, Internal Revenue Building, 1111 Constitution Avenue, NW., Washington, DC. Send submissions to: CC: PA: LPD: PR (REG–118886–06), room 5203, Internal Revenue Service, P.O. Box 7604, Ben Franklin Station, Washington, DC 20044. Submissions may be hand-delivered Monday through Friday between the hours of 8 a.m. and 4 p.m. to CC: PA: LPD: PR (REG–118886–06), Courier's Desk, Internal Revenue Service, 1111 Constitution Avenue,

NW., Washington, DC. Alternatively, taxpayers may submit electronic outlines of oral comments via the Federal eRulemaking Portal at <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT:

Concerning the proposed regulations, Cynthia McGreevy, (202) 622–4910; concerning submissions of comments, the hearing, and/or to be placed on the building access list to attend the hearing, Richard A. Hurst at Richard.A.Hurst@irs.counsel.treas.gov or (202) 622–7180 (not toll-free numbers).

SUPPLEMENTARY INFORMATION: The subject of the public hearing is the notice of proposed rulemaking (REG–118886–06) that was published in the **Federal Register** on Monday, August 27, 2007 (72 FR 48952).

Persons who wish to present oral comments at the hearing that submitted written comments by November 26, 2007, must submit an outline of the topics to be discussed and the amount of time to be devoted to each topic (signed original and eight (8) copies) by January 22, 2008.

A period of 10 minutes is allotted to each person for presenting oral comments. After the deadline for receiving outlines has passed, the IRS will prepare an agenda containing the schedule of speakers. Copies of the agenda will be made available, free of charge, at the hearing or in the Freedom of Information Reading Room (FOIA RR) (Room 1621) which is located at the 11th and Pennsylvania Avenue, NW., entrance, 1111 Constitution Avenue, NW., Washington, DC.

Because of access restrictions, the IRS will not admit visitors beyond the immediate entrance area more than 30 minutes before the hearing starts. For information about having your name placed on the building access list to attend the hearing, see the **FOR FURTHER INFORMATION CONTACT** section of this document.

Cynthia Grigsby,

Acting Chief, Publications and Regulations Branch, Legal Processing Division, Associate Chief Counsel (Procedure and Administration).

[FR Doc. E8–220 Filed 1–9–08; 8:45 am]

BILLING CODE 4830–01–P