TABLE 1.—INCORPORATION BY REFERENCE—Continued

Mandatory Service Bulletin (MSB) No.	Page	Revision	Date
Total Pages: 6			
Kelly Aerospace Power Systems MSB No. 029	ALL	Original	February 1, 2008.
Total Pages: 4			
Kelly Aerospace Power Systems MSB No. 030	ALL	A	April 1, 2008.
Total Pages: 5			
Kelly Aerospace Power Systems MSB No. 031	ALL	Original	February 28, 2008.
Total Pages: 5			

Issued in Burlington, Massachusetts, on April 10, 2008.

Peter A. White,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E8–8120 Filed 4–18–08; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2008–0116; Directorate Identifier 2007–NM–257–AD; Amendment 39–15474; AD 2008–08–20]

RIN 2120–AA64

Airworthiness Directives; Dassault Model Falcon 2000 Airplanes

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

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for the products listed above. This 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:

Wing anti ice telescopic tubes (P/N [part number] 5035–400 and 5035–500) ball joints were originally designed with high temperature polymer (Kynel™) sealing rings. Temperature induced cracking of these rings associated with long term wear has been encountered in a small number of cases. This degradation may lead to binding of the ball joint and high swiveling forces which may result in improper operation of the leading edge slats and also in failure of the ball joint mounting bracket with possible friction on the aileron control rod, which could lead, if combined with a failure of the aileron emergency actuator, to an aileron jamming.

The unsafe condition is a jammed aileron, which results in reduced controllability of the airplane. We are issuing this AD to require actions to correct the unsafe condition on these products.

DATES: This AD becomes effective May 27, 2008.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of May 27, 2008.

ADDRESSES: You may examine the AD docket on the Internet at *http://www.regulations.gov* or in person at the U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC.

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:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the **Federal Register** on February 5, 2008 (73 FR 6618). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

Wing anti ice telescopic tubes (P/N [part number] 5035–400 and 5035–500) ball joints were originally designed with high temperature polymer (Kynel™) sealing rings. Temperature induced cracking of these rings associated with long term wear has been encountered in a small number of cases. This degradation may lead to binding of the ball joint and high swiveling forces which may result in improper operation of the leading edge slats and also in failure of the ball joint mounting bracket with possible friction on the aileron control rod, which could lead, if combined with a failure of the aileron emergency actuator, to an aileron jamming.

A replacement carbon based material has been defined by the telescopic tube manufacturer ZODIAC and can be applied per ZODIAC Service Bulletins (SB) 5035–30–001 and 5035–30–002, resulting in P/N re-designations 5035–600 Amdt.A and 5035–700 Amdt.A, respectively.

The purpose of this Airworthiness Directive (AD), by requiring modification of the wing anti-ice telescopic tubes in accordance with the ZODIAC service bulletins, is to ensure that no old definition sealing rings remain in operation beyond a life limit of 2,400 flight hours (FH) or 2,000 flight cycles (FC).

The unsafe condition is a jammed aileron, which results in reduced controllability of the airplane. You may obtain further information by examining the MCAI in the AD docket.

Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM or on the determination of the cost to the public.

Conclusion

We reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed.

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

Costs of Compliance

We estimate that this AD will affect about 159 products of U.S. registry. We also estimate that it will take about 4 work-hours per product to comply with the basic requirements of this AD. The average labor rate is $80 per work-hour. Required parts will cost about $1,423 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 parts. 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 this AD to the U.S. operators to be $277,137, or $1,743 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 AD will not have federalism implications under Executive Order 13132. This AD will 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 AD:

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 AD and placed it in the AD docket.

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 the NPRM, 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.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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:

2008–08–20 Dassault Aviation: Amendment 39–15474. Docket No. FAA–2008–0116; Directorate Identifier 2007–NM–257–AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective May 27, 2008.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Dassault Model Falcon 2000 airplanes, certificated in any category; all serial numbers; equipped with wing anti-ice telescopic tubes having part number (P/N) 5035–400 or 5035–500.

Subject

(d) Air Transport Association (ATA) of America Code 30: Ice and rain protection.

Reason

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

Wing anti ice telescopic tubes (P/N [part number] 5035–400 and 5035–500) ball joints were originally designed with high temperature polymer (Kynel™) sealing rings. Temperature induced cracking of these rings associated with long term wear has been encountered in a small number of cases. This degradation may lead to binding of the ball joint and high swiveling forces which may result in improper operation of the leading edge slats and also in failure of the ball joint mounting bracket with possible friction on the aileron control rod, which could lead, if combined with a failure of the aileron emergency actuator, to an aileron jamming.

A replacement carbon based material has been defined by the telescopic tube manufacturer Zodiac and can be applied per Zodiac Service Bulletins (SB) 5035–30–001 and 5035–30–002, resulting in P/N redesignations 5035–600 Amdt.A and 5035–700 Amdt.A, respectively.

The purpose of this Airworthiness Directive (AD), by requiring modification of the wing anti-ice telescopic tubes in accordance with the Zodiac service bulletins, is to ensure that no old definition sealing rings remain in operation beyond a life limit of 2,400 flight hours (FH) or 2,000 flight cycles (FC).

The unsafe condition is a jammed aileron, which results in reduced controllability of the airplane.

Actions and Compliance

(f) Unless already done, do the following actions.

(1) At the later of the compliance times specified in paragraphs (f)(1)(i) and (f)(1)(ii) of this AD, remove and modify the affected tubes in accordance with instructions contained in Zodiac Service Bulletins 5035–30–001 and 5035–30–002, both dated April 15, 2002.

(i) Before the telescopic tubes, P/N 5035–400 and 5035–500, exceed the limit of 2,400 flight hours, or 2,000 flight cycles, time-in-service since new, whichever occurs first.

(ii) At the earlier of the times specified in paragraphs (f)(1)(ii)(A) and (f)(1)(ii)(B) of this AD.

(A) Within 330 flight hours after the effective date of this AD.

(B) Within 7 months after the effective date of this AD.

(2) As of 7 months after the effective date of this AD, no person may install an affected telescopic tube P/N 5035–400 or 5035–500 in any aircraft as a replacement part, unless it has been modified in accordance with instructions contained in Zodiac Service Bulletins 5035–30–001 and 5035–30–002, both dated April 15, 2002.

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, 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 European Aviation Safety Agency (EASA) Airworthiness Directive 2006–0276, dated September 6, 2006; and Zodiac Service Bulletins 5035–30–001 and 5035–30–002, both dated April 15, 2002; for related information.

Material Incorporated by Reference

(i) You must use Zodiac Service Bulletin 5035–30–001, dated April 15, 2002; and Zodiac Service Bulletin 5035–30–002, dated April 15, 2002; to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606.

(3) You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741–6030, or go to: *http://www.archives.gov/federal-register/cfr/ibr-locations.html.*

Issued in Renton, Washington, on April 8, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8–8253 Filed 4–18–08; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2007–29116; Directorate Identifier 2007–NM–064–AD; Amendment 39–15476; AD 2008–08–22]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 737–600, –700, –700C, –800, and –900 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain Boeing Model 737–600, –700, –700C, –800, and –900 series airplanes. This AD requires a one-time inspection to determine the material of the forward and aft gray water drain masts. For airplanes having composite gray water drain masts, this AD requires installation of a bonding jumper between a ground and the clamp on the tube of the forward and aft gray water composite drain masts. This AD results from a report of charred insulation blankets and burned wires around the forward gray water composite drain mast found during an inspection of the forward cargo compartment on a Model 767–300F airplane. We are issuing this AD to prevent a fire near a composite drain mast and possible disruption of the electrical power system caused by a lightning strike on a composite drain mast, which could result in the loss of several functions essential for safe flight.

DATES: This AD is effective May 27, 2008.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of May 27, 2008.

ADDRESSES: 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 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: Nicholas Wilson, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM–150S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 917–6476; fax (425) 917–6590.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) (the ''original NPRM'') to amend 14 CFR part 39 to include an airworthiness directive (AD) that would apply to all Boeing Model 737–600, –700, –700C, –800, and –900 series airplanes. That NPRM was published in the **Federal Register** on September 6, 2007 (72 FR 51201). That NPRM proposed to require a one-time inspection to determine the material of the forward and aft gray water drain masts. For airplanes having composite gray water drain masts, that NPRM also proposed to require installation of a bonding jumper between a ground and the clamp on the tube of the forward and aft gray water composite drain masts.

Actions Since NPRM Was Issued

Since we issued the NPRM, Boeing has issued new service information that includes corrected measurement values and procedures that should be followed if the resistance of the bonding jumper exceeds certain values during the initial resistance check.

We have reviewed Boeing Special Attention Service Bulletin 737–30–1056, Revision 1, dated October 25, 2007. The service bulletin describes procedures for installing a bonding jumper between a ground and the clamp on the tube of the forward and aft gray water composite drain mast. We have revised this final rule to refer to Revision 1 of the service bulletin as the appropriate source of service information for the required actions. We have also added paragraph (h) to this final rule to give credit for actions done previously in accordance with Boeing Special Attention Service Bulletin 737–30–1056, dated February 28, 2007, provided the results of the resistance measurement meet the values specified in Revision 1; we have re-identified subsequent paragraphs accordingly.

Comments

We have considered the following comments on the NPRM.

Request To Clarify the Proposed Applicability

Boeing requests that we revise the Applicability statement of the NPRM to clarify the affected airplanes. Boeing states that airplanes having line numbers 1935 and subsequent have the bonding jumper installed during production and should not be subject to the NPRM. Boeing asserts that the NPRM should only be applicable to airplanes delivered with composite drain masts without the bonding jumper or airplanes with spare interchangeability notes allowing replacement of the aluminum drain masts with composite drain masts.

We partially agree. For the reason stated by Boeing, we have determined that these airplanes should not be subject to this AD. However, we do not agree to revise the Applicability statement of this AD as suggested by