

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(3) AMOCs approved previously in accordance with AD 2005-19-14, are approved as AMOCs for the corresponding provisions of paragraph (f) of this AD.

#### Related Information

(j) European Aviation Safety Agency (EASA) airworthiness directive 2006-0176, dated Dec 26, 2006, also addresses the subject of this AD.

Issued in Renton, Washington, on December 26, 2006.

Ali Bahrami,

Manager, Transport Airplane Directorate,  
Aircraft Certification Service.

[FR Doc. E7-315 Filed 1-11-07; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2007-26834; Directorate Identifier 2006-NM-235-AD]

RIN 2120-AA64

#### Airworthiness Directives; Airbus Model A330 Airplanes

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (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) issued 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 an incomplete discharge of the extinguishing agent in the fire zone, which could lead, in the worst case, in combination with an engine fire, to a temporary uncontrolled engine fire. 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 12, 2007.

**ADDRESSES:** You may send comments by any of the following methods:

- DOT Docket Web site: Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.
- Fax: (202) 493-2251.

- Mail: Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001.

- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the instructions for submitting comments.

#### Examining the AD Docket

You may examine the AD docket on the Internet at <http://dms.dot.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) 647-5227) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

#### FOR FURTHER INFORMATION CONTACT:

Todd Thompson, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1175; fax (425) 227-1149.

#### SUPPLEMENTARY INFORMATION:

##### Streamlined Issuance of AD

The FAA is implementing a new process for streamlining the issuance of ADs related to MCAI. This streamlined process will allow us to adopt MCAI safety requirements in a more efficient manner and will reduce safety risks to the public. This process continues to follow all FAA AD issuance processes to meet legal, economic, Administrative Procedure Act, and **Federal Register** requirements. We also continue to meet our technical decision-making responsibilities to identify and correct unsafe conditions on U.S.-certificated products.

This proposed AD references the MCAI and related service information that we considered in forming the engineering basis to correct the unsafe condition. The proposed AD contains text copied from the MCAI and for this reason might not follow our plain language principles.

#### 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-2007-26834; Directorate Identifier

2006-NM-235-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://dms.dot.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 aviation authority for the European Union, has issued EASA Airworthiness Directive 2006-0297, dated September 29, 2006 (referred to after this as "the MCAI"), to correct an unsafe condition for the specified products. The MCAI states that one Model A330 operator discovered that the line connection to the discharge head could not be properly secured during engine fire bottle replacement, due to a missing retaining-ring. Inspections revealed that all four discharge-heads line connectors, two per engine, were missing the retaining-ring. It was confirmed later that it was a quality issue.

The function of the retaining-ring is to secure a tight connection between the fire-extinguishing line and the discharge head. In absence of the retaining-ring, in case of activation of the fire extinguishing system, the pressure exerted by the agent on the pipe could compromise the tightness of the connection, leading to an incomplete discharge of the extinguishing agent in the fire zone.

This situation, if not corrected, could lead, in the worst case, in combination with an engine fire, to a temporary uncontrolled engine fire which constitutes an unsafe condition.

The MCAI requires a one-time detailed visual inspection for the presence of the retaining-ring on the discharge head assembly of the engine fire extinguishing system, and repair if necessary. You may obtain further information by examining the MCAI in the AD docket.

#### Relevant Service Information

Airbus has issued Service Bulletin A330-26A3037, dated July 26, 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 this State of Design Authority, they have notified us of the unsafe condition described in the MCAI and service information referenced above. We are proposing this AD because we evaluated all information provided by the State of Design Authority and determined the 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 described in a separate paragraph of the proposed AD. These requirements, if ultimately adopted, will take precedence over the actions copied from the MCAI.

### Costs of Compliance

Based on the service information, we estimate that this proposed AD would affect about 27 products of U.S. registry. We also estimate that it would take about 4 work-hours per product to comply with 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 \$8,640, 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:

**Airbus:** Docket No. FAA-2007-26834; Directorate Identifier 2006-NM-235-AD.

### Comments Due Date

- (a) We must receive comments by February 12, 2007.

### Affected ADs

- (b) None.

### Applicability

- (c) This AD applies to Airbus Model A330 airplanes, all certified models, certificated in any category, all serial numbers up to 755 included.

### Reason

- (d) The mandatory continuing airworthiness information (MCAI) states that one Model A330 operator discovered that the line connection to the discharge head could not be properly secured during engine fire bottle replacement, due to a missing retaining-ring. Inspections revealed that all four discharge-heads line connectors, two per engine, were missing the retaining-ring. It was confirmed later that it was a quality issue. The function of the retaining-ring is to secure a tight connection between the fire-extinguishing line and the discharge head. In absence of the retaining-ring, in case of activation of the fire extinguishing system, the pressure exerted by the agent on the pipe could compromise the tightness of the connection, leading to an incomplete discharge of the extinguishing agent in the fire zone. This situation if not corrected could lead, in the worst case, in combination with an engine fire, to a temporary uncontrolled engine fire which constitutes an unsafe condition. The MCAI requires a one-time detailed visual inspection for the presence of the retaining-ring on the discharge head assembly of engine fire extinguishing system, and repair if necessary.

### Actions and Compliance

- (e) Unless already done, do the following actions. Within 900 flight hours from the effective date of this AD: On both engine pylons (left hand and right hand), for all four engine fire extinguisher bottles, two per engine pylon, perform a one-time detailed visual inspection for the presence of the retaining ring on the discharge head of the bottles and apply all applicable corrective actions, in accordance with instructions defined in Airbus Service Bulletin A330-26A3037, dated July 26, 2006. Do all applicable corrective actions before further flight. Aircraft on which the four engine fire extinguishing bottles, 2 per engine pylon, have been removed and re-installed at the opportunity of hydrostatic test of engine fire extinguishing as per Maintenance Review Board Report (MRBR) task 26.21.00/04, are not concerned by this Airworthiness Directive (AD).

### Other FAA AD Provisions

- (f) The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, Attn: Todd Thompson, Aerospace Engineer, 1601 Lind Avenue, SW., Renton, Washington 98057-3356, has the authority to approve AMOCs for this AD, if

requested using the procedures found in 14 CFR 39.19. Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(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

(g) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2006-0297, dated September 29, 2006, and Airbus Service Bulletin A330-26A3037, dated July 26, 2006, for related information.

Issued in Renton, Washington, on December 28, 2006.

**Ali Bahrami,**

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

[FR Doc. E7-314 Filed 1-11-07; 8:45 am]

**BILLING CODE 4910-13-P**

## CONSUMER PRODUCT SAFETY COMMISSION

### 16 CFR Parts 1630 and 1631

#### Proposed Technical Amendment to the Flammability Standards for Carpets and Rugs; Notice of Opportunity for Oral Comment

**AGENCY:** Consumer Product Safety Commission.

**ACTION:** Proposed rule.

**SUMMARY:** This document provides interested persons the opportunity for the oral presentation or written submissions regarding the proposed technical amendment to the flammability standards for carpets and rugs.

**DATES:** Requests to make an oral presentation or written submissions must be received by February 12, 2007.

**ADDRESSES:** Requests should be filed by e-mail to [cpsc-os@cpsc.gov](mailto:cpsc-os@cpsc.gov), by fax to (301) 504-0127, or mailed or delivered, preferably in five copies, to the Office of the Secretary, Consumer Product Safety Commission, Room 502, 4330 East West Highway, Bethesda, Maryland 20814-4408; telephone (301) 504-7923.

Requests and submissions should be captioned "Carpet and Rug Amendment."

#### FOR FURTHER INFORMATION CONTACT:

Patricia K. Adair, Project Manager, Directorate for Engineering Sciences, Consumer Product Safety Commission, 4330 East West Highway, Bethesda, Maryland 20814; telephone (301) 504-7536 or e-mail: [padair@cpsc.gov](mailto:padair@cpsc.gov).

**SUPPLEMENTARY INFORMATION:** On November 13, 2006, the Consumer Product Safety Commission proposed to amend the flammability standards for carpets and rugs to remove the reference to Eli Lilly Company Product No. 1588 in Catalog No. 79, December 1, 1969, as the standard ignition source and provide a technical specification defining the ignition source. 71 FR 66145. Pursuant to Section 4(d) of the Flammable Fabrics Act, interested persons are hereby given an opportunity for the oral presentation of data, views, or arguments, as well as an opportunity to make written submissions. 15 U.S.C. 1193(d).

**Authority:** 15 U.S.C. 1193(d)).

Dated: January 8, 2007.

**Todd A. Stevenson,**

*Secretary, Consumer Product Safety Commission.*

[FR Doc. E7-266 Filed 1-11-07; 8:45 am]

**BILLING CODE 6355-01-P**

## ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD

### 36 CFR Parts 1193 and 1194

#### Telecommunications Act Accessibility Guidelines; Electronic and Information Technology Accessibility Standards

**AGENCY:** Architectural and Transportation Barriers Compliance Board.

**ACTION:** Notice of meeting.

**SUMMARY:** The Architectural and Transportation Barriers Compliance Board (Access Board) has established a Telecommunications and Electronic and Information Technology Advisory Committee (Committee) to assist it in revising and updating accessibility guidelines for telecommunications products and accessibility standards for electronic and information technology. This notice announces the dates, time, and location of the third committee meeting, which will be open to the public.

**DATES:** The meeting is scheduled for February 6-8, 2007 (beginning at 9 a.m.

and ending at 5 p.m. on February 6 and 7; and beginning at 9 a.m. on February 8 and ending at 3 p.m.). Notices of future meetings will be published in the **Federal Register**.

**ADDRESSES:** The meeting will be held at the Transportation Security Administration, 601 South 12th Street (town hall meeting room), Arlington, VA 22202.

#### FOR FURTHER INFORMATION CONTACT:

Timothy Creagan, Office of Technical and Information Services, Architectural and Transportation Barriers Compliance Board, 1331 F Street, NW., suite 1000, Washington, DC 20004-1111.

Telephone number: 202-272-0016

(Voice); 202-272-0082 (TTY).

Electronic mail address:

[creagan@access-board.gov](mailto:creagan@access-board.gov).

**SUPPLEMENTARY INFORMATION:** The Board organized the Telecommunications and Electronic and Information Technology Advisory Committee to review its standards for electronic and information technology covered by section 508 of the Rehabilitation Act and to provide recommendations on how they should be updated. The Committee will also address updating the Board's guidelines for telecommunications products covered by section 255 of the Telecommunications Act. The next meeting of the Committee will take place on February 6-8, 2007. A draft meeting agenda is provided below.

*Topics to be discussed on Tuesday, February 6, 2007, 9 a.m. to 5 p.m.:*

- Federal panel on section 508 exceptions
- Directed discussion on editorial work product of the committee
- Directed discussion on goals of the committee

• Presentation on methodology: Web Content Accessibility Guidelines and section 508 standards approaches

- Presentation on low vision and technology
- Public comment periods

*Topics to be discussed on Wednesday, February 7, 2007, 9 a.m. to 5 p.m.:*

- Break out sessions of selected subcommittees

- Subcommittee reports
- Presentation on cognition
- Directed discussion on themes
- Public comment periods

*Topics to be discussed on Thursday, February 8, 2007, 9 a.m. to 3 p.m.:*

- Assistive technology and information technology interoperability panel presentation and discussion
  - Goals, future action items, timelines, and next steps
  - Public comment periods
- Information about the Committee, including future meeting dates and