

The Boeing Company: Docket No. FAA–2010–0698; Directorate Identifier 2009–NM–264–AD.

Comments Due Date

(a) The FAA must receive comments on this AD action by September 7, 2010.

Affected ADs

(b) This AD supersedes AD 2008–23–19, Amendment 39–15740.

Applicability

(c) This AD applies to all The Boeing Company Model 757–200, –200CB, –200PF, and –300 series airplanes, certificated in any category.

Subject

(d) Air Transport Association (ATA) of America Code 57: Wings.

Unsafe Condition

(e) This AD results from a fuel system review conducted by the manufacturer. We have received reports from the manufacturer that additional fasteners in the main fuel tanks must be sealed for lightning strike protection. The Federal Aviation Administration is issuing this AD to detect and correct improper wire bundle support installation and sleeving and to prevent improperly sealed fasteners in the main and center fuel tanks from becoming an ignition source, in the event of a fault current or lightning strike, which could result in a fuel tank explosion and consequent loss of the airplane.

Compliance

(f) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Restatement of Requirements of AD 2008–23–19, With Revised Service Information

Fastener Sealing and Inspections

(g) Within 60 months after December 30, 2008 (the effective date of AD 2008–23–19), seal the applicable fasteners and do the general visual inspections of the wire bundle support installations, and do all the applicable corrective actions before further flight, by accomplishing all of the applicable actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 757–57A0064, dated July 16, 2007; or Part 1 through Part 10 of the Work Instructions of Boeing Alert Service Bulletin 757–57A0064, Revision 1, dated October 5, 2009.

New Requirements of This AD

Fastener Sealing on the Rear Spar

(h) For airplanes on which Boeing Alert Service Bulletin 757–57A0064, dated July 16, 2007, was done: Within 60 months after December 30, 2008 (the effective date of AD 2008–23–19), seal the fasteners on the rear spar inside the left and right main fuel tanks, in accordance with Part 11 of the Work Instructions of Boeing Alert Service Bulletin 757–57A0064, Revision 1, dated October 5, 2009.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Seattle Aircraft Certification Office (ACO), 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: Tak Kobayashi, Aerospace Engineer, Propulsion Branch, ANM–140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 917–6499; fax (425) 917–6590. Information may be e-mailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(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 principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

(3) AMOCs approved previously in accordance with AD 2008–23–19, Amendment 39–15740, are approved as AMOCs for the corresponding provisions of paragraph (g) of this AD.

Issued in Renton, Washington, on July 15, 2010.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010–18017 Filed 7–22–10; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2010–0732; Directorate Identifier 2010–NE–04–AD]

RIN 2120–AA64

Airworthiness Directives; General Electric Company (GE) CT7–9C and –9C3 Turboprop Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for GE CT7–9C and –9C3 turboprop engines with certain serial number (S/N) gas generator turbine (GGT) shafts, part number (P/N) 6068T44P02, installed. This proposed AD would require inspecting the GGT shaft for nonconforming land balance-cuts, and if found, removing the shaft from service. This proposed AD results from reports of a manufacturing quality problem. We are proposing this AD to detect nonconforming GGT shaft land balance-

cuts, which could result in the shaft failing before its published life limit, and which could result in an uncontained engine failure and damage to the airplane.

DATES: We must receive any comments on this proposed AD by September 21, 2010.

ADDRESSES: Use one of the following addresses to comment on this proposed AD.

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- **Mail:** Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.

- **Hand Delivery:** Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- **Fax:** (202) 493–2251.

Contact General Electric Company, GE–Aviation, Room 285, 1 Newmann Way, Cincinnati, Ohio 45215; e-mail geae.aoc@ge.com; telephone (513) 552–3272; fax (513) 552–3329, for a copy of the service information identified in this proposed AD.

FOR FURTHER INFORMATION CONTACT:

Barbara Caufield, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: barbara.caufield@faa.gov; telephone (781) 238–7146; fax (781) 238–7199.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send us any written relevant data, views, or arguments regarding this proposal. Send your comments to an address listed under **ADDRESSES**. Include “Docket No. FAA–2010–0732; Directorate Identifier 2010–NE–04–AD” in the subject line of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the proposed AD. We will consider all comments received by the closing date and may amend the proposed AD in light 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 with FAA personnel concerning this proposed AD. Using the search function of the Web site, anyone can find and read the comments in any of our dockets,

including, if provided, the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78).

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 the same as the Mail address provided in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

Discussion

We have received reports of 21 nonconforming land balance-cuts on GGT shafts, P/N 6068T44P02. The nonconforming land balance-cuts can negatively affect the low-cycle fatigue life capability of the shaft. This condition, if not corrected, could result in the shaft failing before its published life limit, and which could result in an uncontained engine failure and damage to the airplane.

Relevant Service Information

We have reviewed and approved the technical contents of GE CT7–TP Alert Service Bulletin (ASB) 72–A0501, Revision 01, dated March 3, 2010, that lists the affected shafts by P/N and S/N, and describes procedures for inspecting the GGT shaft for nonconforming land balance-cuts.

FAA's Determination and Requirements of the Proposed AD

We have evaluated all pertinent information and identified an unsafe condition that is likely to exist or develop on other products of this same type design. We are proposing this AD, which would require inspecting certain S/N GGT shafts, P/N 6068T44P02, for

nonconforming land balance-cuts, and if found, replacing the shaft. The proposed AD would require you to use the service information described previously to perform these actions.

Costs of Compliance

We estimate that this proposed AD would affect five engines installed on airplanes of U.S. registry. We also estimate that it would take about 1 work-hour per engine to perform the inspection, 1.5 work-hours to replace the shaft, and that the average labor rate is \$85 per work-hour. Required parts would cost about \$28,633 per engine. Based on these figures, we estimate the total cost of the proposed AD to U.S. operators to be \$144,227.

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 have 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 that the proposed 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. Would 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. You may get a copy of this summary at the address listed under **ADDRESSES**.

List of Subjects in 14 CFR Part 39

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

The Proposed Amendment

Under the authority delegated to me by the Administrator, the Federal Aviation Administration 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 airworthiness directive:

General Electric Company (GE): Docket No. FAA–2010–0732; Directorate Identifier 2010–NE–04–AD.

Comments Due Date

- (a) The Federal Aviation Administration (FAA) must receive comments on this airworthiness directive (AD) action by September 21, 2010.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to GE CT7–9C and –9C3 turboprop engines with gas generator turbine (GGT) shafts, part number (P/N) 6068T44P02, that have a serial number (S/N) listed in Table 1 of this AD, installed. These engines are installed on, but not limited to, EADS CASA (formerly Construcciones Aeronauticas, S.A.) CN–235 series airplanes.

TABLE 1—AFFECTED GGT SHAFT S/Ns

Affected Shaft S/Ns			
GATHHCPC	GATHHJR7	GATHHJR9	GATHHKG6
GATHHM9R	GATHHWM3	GATHJ4ED	GATHJ9FL
GATHJ19J	GATHJE8P	GATHJWWR	GATHK0KM
GATHK2N1	GATHK3M3	GATHK90K	GATHK96D
GATHKF9R	GATHKH36	GATHKMP7	GATHKRKN
NCE715DA			

Unsafe Condition

(d) This AD results from reports of a manufacturing quality problem. We are issuing this AD to detect nonconforming GGT shaft land balance-cuts, which could result in the shaft failing before its published life limit, and which could result in an uncontained engine failure and damage to the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed at the first shop visit after the effective date of this AD, or within 5,000 cycles-since-new, whichever occurs first, unless the actions have already been done.

Inspection for Nonconforming Land Balance-Cuts

(f) For CT7–9C and –9C3 engines with a GGT shaft, P/N 6068T44P02, that has a S/N listed in Table 1 of this AD, installed, inspect the shaft for nonconforming land balance-cuts. Use the Accomplishment Instructions 3.A.(1) through 3.A.(4) of GE CT7–TP Alert Service Bulletin 72–A0501, Revision 01, dated March 3, 2010, to perform the inspection.

(g) If you find any nonconforming land balance-cuts, remove the shaft from service.

Alternative Methods of Compliance

(h) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(i) Contact Barbara Caufield, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: barbara.caufield@faa.gov; telephone (781) 238–7146; fax (781) 238–7199, for more information about this AD.

(j) GE CT7–TP Alert Service Bulletin 72–A0501, Revision 01, dated March 3, 2010, pertains to the subject of this AD. Contact General Electric Company, GE–Aviation, Room 285, 1 Newmann Way, Cincinnati, Ohio 45215; e-mail geae.aoc@ge.com; telephone (513) 552–3272; fax (513) 552–3329, for a copy of this service information.

Issued in Burlington, Massachusetts, on July 15, 2010.

Peter A. White,

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

[FR Doc. 2010–17999 Filed 7–22–10; 8:45 am]

BILLING CODE 4910–13–P

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

[Docket No. FAA–2010–0736; Directorate Identifier 2010–CE–035–AD]

RIN 2120–AA64

Airworthiness Directives; PIAGGIO AERO INDUSTRIES S.p.A Model PIAGGIO P–180 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) 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:

A damaged fuel heater caused a fuel leakage in the engine nacelle; investigation revealed that the damage to the fuel heater was due to chafing with an oil cooling system hose.

PIAGGIO AERO INDUSTRIES (PAI) issued Service Bulletin (SB) 80–0175, which was applicable to all aeroplanes and contained instructions for a repetitive inspection of the affected parts and, if necessary, their replacement and/or for the repositioning of oil/fuel tubing if minimum clearances were not found.

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 September 7, 2010.

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.

Examining the AD Docket

You may examine the AD docket on the Internet at [http://](http://www.regulations.gov)

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: S.M. Nagarajan, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4145; fax: (816) 329–4090.

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–2010–0736; Directorate Identifier 2010–CE–035–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

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued AD No. 2010–0125, dated June 23, 2010 (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

A damaged fuel heater caused a fuel leakage in the engine nacelle; investigation revealed that the damage to the fuel heater was due to chafing with an oil cooling system hose.

Piaggio Aero Industries (PAI) issued Service Bulletin (SB) 80–0175, which was applicable to all aeroplanes and contained instructions for a repetitive inspection of the affected parts and, if necessary, their replacement and/or for the repositioning of oil/fuel tubing if minimum clearances were not found.

ENAC of Italy issued PA 2002–335 to require the accomplishment of these corrective actions.