

been approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, or the EASA (or its delegated agent). Where Issue 6 of the ALI specifies to contact Airbus for appropriate action:

Before further flight, repair the damaged, cracked, or corroded structure using a method approved by either the Manager, International Branch, ANM-116, or the EASA (or its delegated agent).

#### Reporting Requirement

(i) If any damage that exceeds the allowable limits specified in Issue 6 of the ALI is detected during any inspection required by this AD: At the applicable time specified in paragraph (i)(1) or (i)(2) of this AD, submit a report of the finding to Airbus, Customer Service Directorate, Attn: Department Manager Maintenance Engineering, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; e-mail: [sched.maint@airbus.com](mailto:sched.maint@airbus.com). The report must include the ALI task reference, airplane serial number, the number of flight cycles and flight hours on the airplane, identification of the affected structure, location and description of the finding including its size and orientation, and the circumstance of detection and inspection method used. Under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501, *et seq.*), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120-0056.

(1) If the inspection was done after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) If the inspection was accomplished prior to the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

#### Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, 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.

#### Related Information

(k) EASA airworthiness directive 2006-0260, dated August 25, 2006, also addresses the subject of this AD.

#### Material Incorporated by Reference

(l) You must use Airbus A310 Airworthiness Limitations Items Document, AI/SE-M2/95A.0263/06, Issue 6, dated April 2006; and Airbus Temporary Revision 6.1, including pages 1 and 2 of Section D and page 1 of Section E, dated November 2006, to Airbus A310 Airworthiness Limitations Items Document, AI/SE-M2/95A.0263/06, Issue 6, dated April 2006; to perform the

actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. 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 November 23, 2007.

**Ali Bahrami,**

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

[FR Doc. E7-23544 Filed 12-7-07; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA-2007-28690; Directorate Identifier 2006-SW-21-AD; Amendment 39-15289; AD 2007-25-07]**

**RIN 2120-AA64**

#### **Airworthiness Directives; Bell Helicopter Textron Canada Limited Model 206A and 206B Helicopters**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) for Bell Helicopter Textron Canada Limited (BHTC) Model 206A and 206B helicopters, serial numbers (S/N) 0004 through 3906, with two-piece vertical stabilizer (fin) supports (fin supports) installed, that requires inserting a revision into the applicable maintenance manual, verifying the torque on the fin support attachment hardware, inspecting the fin support bracket and fins for paint or gaps, and inspecting the fin support bracket for cracking, and if a crack is found, replacing the two-piece vertical fin support with a one-piece casting support. This amendment is prompted by an accident in which the fin supports failed. The actions specified by this AD are intended to detect improper torque of the fin supports' attachment hardware, gaps between the fin support bracket and the doubler, painted mating surfaces of the fin supports, vertical fin, and vertical fin inserts (fin inserts), and

cracking in the fin supports, to prevent the vertical fin from rotating into the tail rotor, separation of the tail rotor, and subsequent loss of control of the helicopter.

**DATES:** Effective January 14, 2008.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 14, 2008.

**ADDRESSES:** You may get the service information identified in this AD from Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4, telephone (450) 437-2862 or (800) 363-8023, fax (450) 433-0272.

*Examining the Docket:* You may examine the docket that contains this AD, any comments, and other information on the Internet at <http://www.regulations.gov> or at the Docket Operations office, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Sharon Miles, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations and Policy Group, Fort Worth, Texas 76193-0111, telephone (817) 222-5122, fax (817) 222-5961.

**SUPPLEMENTARY INFORMATION:** A proposal to amend 14 CFR part 39 to include an AD for the specified model helicopters was published in the **Federal Register** on July 13, 2007 (72 FR 38527). That action proposed to require inserting a revision into the Inspection and Component Overhaul Schedule of the applicable maintenance manual, implementing a recurring inspection at intervals not to exceed 100 hour time-in-service (TIS) or at each annual inspection, whichever occurs first, of the torque on the fin support attachment hardware, and inspecting the fin support for damage. Inspecting for paint on the mating surfaces of the fin support bracket and vertical fin, and inspecting the fin attaching hardware for proper torque and the amount of gap between the fin support bracket and the fin doubler, and inspecting the support bracket for cracking using a 10x or higher power magnifying glass was also proposed. Finally, if a crack is found, replacing the two-piece vertical fin support with a one-piece casting support, P/N 206-033-426-003, was proposed.

Transport Canada, the airworthiness authority for Canada, notified the FAA that an unsafe condition may exist on BHTC Model 206A and 206B helicopters, S/N 004 through 3906, with fin supports, P/N 206-031-417-003 or

–007, or 206–031–418–001 or –005, installed. Transport Canada advises that a one-time inspection of the vertical fin mating surfaces is required to ensure an appropriate surface finish is present. In addition, they advise that a recurring torque check of the vertical fin attaching hardware is required to maintain the structural integrity of the joint. They also advise that the initial inspection be performed at the next scheduled 100 hour TIS or annual inspection, but within three (3) months in accordance with BHTC Alert Service Bulletin No. 206–06–107, dated April 26, 2006, or later revisions approved by Transport Canada.

BHTC has issued Alert Service Bulletin No. 206–06–107, dated April 26, 2006, and subsequently issued Revision A of this ASB, dated June 15, 2006, which specifies a series of inspections of the two-piece fin supports, and also introduces a revision to Chapters 5 and 53 of the BHT–206A/B Series Maintenance Manual. The revision to Chapter 5 introduces a recurring vertical fin attaching hardware torque check, and inspecting the fin supports for damage, to be accomplished at the next scheduled 100 hour TIS or annual inspection. The revision to Chapter 53 updates the removal, installation, and inspection of the vertical fin. Transport Canada classified this alert service bulletin as mandatory and issued AD No. CF–2006–12, dated June 5, 2006, to ensure the continued airworthiness of these helicopters in Canada.

These helicopter models are manufactured in Canada and are type certificated for operation in the United States under the provisions of 14 CFR 21.29 and the applicable bilateral agreement. Pursuant to the applicable bilateral agreement, Transport Canada has kept the FAA informed of the situation described above. The FAA has examined the findings of Transport Canada, reviewed all available information, and determined that AD action is necessary for products of these type designs that are certificated for operation in the United States.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

The FAA estimates that this AD will affect 1,466 helicopters of U.S. registry, and the required actions will take approximately 4 work hours per helicopter to accomplish at an average

labor rate of \$80 per work hour. If needed, replacing a fin support will take approximately 30 work hours. Required parts will cost approximately \$3,260 for each fin support. Based on these figures, we estimate the total cost impact of the AD on U.S. operators to be \$3,300,820 for the fleet during the first year, assuming 7 inspections per helicopter are conducted, and assuming that replacing the fin support is required on 3 helicopters.

#### Regulatory Findings

We have 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 that the 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 an economic evaluation of the estimated costs to comply with this AD. See the AD docket to examine the economic evaluation.

#### 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.

#### List of Subjects in 14 CFR Part 39

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

#### Adoption of the Amendment

■ Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (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. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

#### 2007–25–07 Bell Helicopter Textron

**Canada Limited:** Amendment 39–15289. Docket No. FAA–2007–28690; Directorate Identifier 2006–SW–21–AD.

**Applicability:** Model 206A and 206B helicopters, serial numbers 0004 through 3906, with two-piece vertical stabilizer (fin) supports (fin supports), part number (P/N) 206–031–417–003 or –007, or P/N 206–031–418–001 or –005, installed, certificated in any category.

**Compliance:** Required at the next scheduled 100 hour time-in-service (TIS) inspection or annual inspection, but no later than 90 days after the effective date of this AD, unless accomplished previously, and thereafter at intervals not to exceed 100 hours TIS or at each annual inspection, whichever occurs first.

To detect improper torque of the fin supports' attachment hardware, gaps between the fin support bracket and the doubler, painted mating surfaces of the fin support bracket, vertical fin, and vertical fin inserts (fin inserts), and cracks in the fin supports, to prevent the vertical fin from rotating into the tail rotor, separation of the tail rotor, and subsequent loss of control of the helicopter, accomplish the following:

(a) Insert Revision 4 of BHT–206A/B–SERIES–MM into the appropriate section of the maintenance manual.

(b) Determine the type and part number of the installed vertical fin by referring to the listing in step 2., Table 1, of the Accomplishment Instructions of Bell Helicopter Textron Alert Service Bulletin No. 206–06–107, Revision A, dated June 15, 2006 (ASB).

(c) For Type 1 and Type 3 vertical fins, inspect the vertical fin and fin support bracket for paint, and the vertical fin attaching hardware for proper torque, in accordance with steps 5. and 6. of the Accomplishment Instructions of the ASB.

(d) For Type 2 vertical fins, inspect the vertical fin and fin support bracket for paint, the vertical fin attaching hardware for proper torque, and the amount of gap between the vertical fin support bracket and the vertical fin doubler in accordance with steps 5., 6., and 7. of the Accomplishment Instructions of the ASB.

(e) If the inspections required by paragraphs (c) and (d) of this AD indicate

that the torque and gap are within limits, and there is no paint present, visually inspect the vertical fin support bracket in the area of the vertical fin attaching hardware for a crack using a 10x or higher power magnifying glass.

(1) If no crack is found, re-torque the vertical fin attaching hardware to between 75 and 95 in. lbs. (8.47 to 10.75 Nm).

(2) If a crack is found, replace the two-piece vertical fin support bracket with a one-piece vertical fin casting support, P/N 206-033-426-003.

(f) Based on your finding in paragraphs (c) and (d) of this AD, if either the torque or gap is out of limits, or paint is present:

(1) Remove the vertical fin.

(2) Remove all the primer and paint coatings in the areas indicated in Figure I of the ASB.

(3) Florescent penetrant inspect (FPI) the vertical fin support.

(4) If a crack is found, replace the two-piece vertical fin support with a one-piece vertical fin casting support, P/N 206-033-426-003.

(5) If no crack is found, apply two coats of Polyamide Epoxy Primer on bare metal surfaces.

(g) For Type 2 vertical fins only:

(1) If incorrect washers (spacers) or no washers are installed, visually inspect the 4 vertical fin potted inserts as depicted in the vertical fin detail in Figure I of the ASB for any damage using a 10x or higher power magnifying glass.

(2) If any of the 4 vertical fin potted inserts is damaged with no other damage to the surrounding areas, remove and replace the damaged potted insert with an airworthy potted insert.

(3) After assuring that all 4 installed vertical fin potted inserts are undamaged, install the correct washers in accordance with step 9.d. of the Accomplishment Instructions of the ASB.

(h) This AD revises the helicopter maintenance manual by adding an inspection of the torque on the vertical fin attaching hardware, and inspections of the vertical fin and vertical fin support, to the 100-hour TIS and annual scheduled inspections.

(i) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Regulations and Policy Group, FAA, ATTN: Sharon Miles, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations and Policy Group, Fort Worth, Texas 76193-0111, telephone (817) 222-5122, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(j) The determination of the type and part number of the vertical fin, the inspections, and installing the correct washers, if necessary, shall be done in accordance with the specified portions of Bell Helicopter Textron Alert Service Bulletin No. 206-06-107, Revision A, dated June 15, 2006. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7Y1R4, telephone

(450) 437-2862 or (800) 363-8023, fax (450) 433-0272. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 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/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

(k) This amendment becomes effective on January 14, 2008.

**Note:** The subject of this AD is addressed in Transport Canada (Canada) AD No. CF-2006-12, dated June 5, 2006.

Issued in Fort Worth, Texas, on November 27, 2007.

**Mark R. Schilling,**

*Acting Manager, Rotorcraft Directorate,  
Aircraft Certification Service.*

[FR Doc. E7-23601 Filed 12-7-07; 8:45 am]

**BILLING CODE 4910-13-P**

## **SOCIAL SECURITY ADMINISTRATION**

### **20 CFR Parts 401 and 402**

**[Docket No. SSA-2007-0067]**

**RIN 0960-AG14**

### **Privacy and Disclosure of Official Records and Information**

**AGENCY:** Social Security Administration (SSA).

**ACTION:** Final rules with request for comment.

**SUMMARY:** We are revising our rules to allow us to better preserve the anonymity of, and to better protect the physical well-being of, our employees who reasonably believe that they are at risk of injury or other harm if certain employment information about them is disclosed. These changes in the rules are intended to ensure uniform application of the policy for at-risk employees. We are again requesting comments on these final rules because we revised the language of the proposed rules to clarify our intent.

**DATES:** *Effective Date:* January 9, 2008.

*Comment Date:* To be sure your comments are considered, we must receive them by February 8, 2008.

**ADDRESSES:** You may submit comments by any of the following methods. Regardless of which method you choose, to ensure that we can associate your comments with the correct regulation for consideration, you must state that your comments refer to Docket No. SSA-2007-0067:

- Federal eRulemaking Portal at <http://www.regulations.gov>. (This is the preferred method for submitting your

comments.) In the Search Documents section, select "Social Security Administration" from the agency drop-down menu, then click "submit". In the Docket ID Column, locate SSA-2007-0067 and then click "Add Comments" in the "Comments Add/Due By" column.

- Telefax to (410) 966-2830.

- Letter to the Commissioner of Social Security, P.O. Box 17703, Baltimore, MD 21235-7703.

- Deliver your comments to the Office of Regulations, Social Security Administration, 922 Altmeyer Building, 6401 Security Boulevard, Baltimore, MD 21235-6401, between 8 a.m. and 4:30 p.m. on regular business days.

Comments are posted on the Federal eRulemaking Portal. You may also inspect them on regular business days by making arrangements with the contact person named in this preamble.

**FOR FURTHER INFORMATION CONTACT:** Edie McCracken, Social Insurance Specialist, Office of Public Disclosure, 3-A-6 Operations Building, 6401 Security Boulevard, Baltimore, MD 21235-6401, (410) 965-6117. For information on eligibility or filing for benefits, call our national toll-free number, 1-800-772-1213 or TTY 1-800-325-0778, or visit our Internet Web site, Social Security Online, at <http://www.socialsecurity.gov>.

### **SUPPLEMENTARY INFORMATION:**

#### **Electronic Version**

The electronic file of this document is available on the date of publication in the **Federal Register** at <http://www.gpoaccess.gov/fr/index.html>.

#### **Background**

We approved a recommendation from a national committee on security to implement a nationwide program to enhance the safety and security of our employees who are victims, or potential victims, of domestic violence. It was intended to safeguard the anonymity of at-risk employees when requests for their work location and/or phone number were received from individuals posing a threat to their personal safety, by delaying the disclosure of the information when certain conditions were met. This process would have entailed a change in our policy that now permits such information requests to be honored. While no action was ever taken on the recommendation, we are amending our rules to reflect a similar approach that will strengthen our privacy and disclosure rules to better safeguard at-risk employees.