

area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.”

(g) Prior to further flight after accomplishment of the requirements in paragraph (f) of this AD, accomplish the actions specified in paragraphs (g)(1) and (g)(2), as applicable, in accordance with the Accomplishment Instructions in Lockheed Service Bulletin 093–28–094, dated March 3, 2000; or Revision 1, dated June 23, 2006.

(1) Install sleeving over each fuel level control switch wiring harness and install the modified fuel level control switch.

(2) If a conduit with P/N 97590–103 is installed, replace the conduit with one having P/N 97590–121, install sleeving over each fuel level control switch wiring harness, and install the modified fuel level control switch.

New Requirements of This AD

New Inspections, Replacement, and Corrective Actions

(h) Within 60 months after the effective date of this AD: Do a general visual inspection of the fuel level control switch, wiring harness, and wiring harness conduit for any visible damage, wear or chafing, broken or missing O-rings, or indications of electrical arcing; do an inspection to determine the part number of the wiring harness conduit; replace any braided

fiberglass sleeving with PVC electrical sleeving over the wiring harness of the fuel level control switch; and do all applicable corrective actions; by accomplishing all of the applicable actions specified in the Accomplishment Instructions of Lockheed Service Bulletin 093–28–094, Revision 1, dated June 23, 2006. The corrective actions must be done before further flight after doing the inspections.

Maintenance Program Revision

(i) Concurrently with accomplishing the actions specified in paragraph (h) of this AD: Revise the FAA-approved maintenance program to incorporate the information specified in Table 1 of this AD.

TABLE 1.—FUEL SYSTEM LIMITATION FOR FUEL LEVEL CONTROL SWITCH

Task	Repetitive Interval	Applicability	Description
Airworthiness limitation instruction (ALI).	120 months	All airplanes modified in accordance with Lockheed Service Bulletin 093–28–094, Revision 1, dated June 23, 2006.	General visual inspection of the fuel level control switch, wiring harness, and wiring harness conduit for any visible damage, wear or chafing, broken or missing O-rings, or indications of electrical arcing, in accordance with Lockheed Service Bulletin 093–28–094, Revision 1, dated June 23, 2006.

No Alternative Inspections or Inspection Intervals

(j) After accomplishing the action specified in paragraph (i) of this AD, no alternative inspections or inspection intervals may be used unless the inspections or intervals are part of a later revision of Lockheed Service Bulletin 093–28–094, Revision 1, dated June 23, 2006, that is approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA; or unless the inspections or intervals are approved as an AMOC in accordance with the procedures specified in paragraph (l) of this AD.

No Reporting Requirement

(k) Although Lockheed Service Bulletin 093–28–094, Revision 1, dated June 23, 2006, specifies notifying Lockheed of any discrepancies found during the inspection, this AD does not require that action.

Alternative Methods of Compliance (AMOCs)

(l)(1) The Manager, Atlanta ACO, 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.

Material Incorporated by Reference

(m) You must use Lockheed Service Bulletin 093–28–094, dated March 3, 2000; or Lockheed Service Bulletin 093–28–094, Revision 1, dated June 23, 2006; as

applicable; to perform the actions that are required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Lockheed Service Bulletin 093–28–094, Revision 1, dated June 23, 2006, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On June 1, 2001 (66 FR 21072, April 27, 2001), the Director of the Federal Register approved the incorporation by reference of Lockheed Service Bulletin 093–28–094, dated March 3, 2000.

(3) Contact Lockheed Continued Airworthiness Project Office, Attention: Airworthiness, 86 South Cobb Drive, Marietta, Georgia 30063–0567, 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 June 5, 2008.

Michael J. Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8–13277 Filed 6–17–08; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2008–0364; Directorate Identifier 2006–NM–281–AD; Amendment 39–15562; AD 2008–12–18]

RIN 2120–AA64

Airworthiness Directives; Dassault Model Falcon 2000EX Airplanes and Model Falcon 900EX 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:

During a flight test performed on an EASy aircraft, subsequently to an air data probe failure, the crew realized that the Flight path vectors and the Vertical speeds that were displayed on pilot's and co-pilot's PDU (primary display unit) were identically wrong.

A review of the EASy architecture reveals that * * * One single ADS (air data system) unflagged air data error may lead to the

computation and display on both pilot's and co-pilot's display units of unnoticed and misleading flight information.

At take-off or during go-around this situation might considerably reduce flight safety.

We are issuing this AD to require actions to correct the unsafe condition on these products.

DATES: This AD becomes effective July 23, 2008.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of July 23, 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, FAA, Transport Airplane Directorate, 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 March 31, 2008 (73 FR 16787). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

During a flight test performed on an EASy aircraft, subsequently to an air data probe failure, the crew realized that the Flight path vectors and the Vertical speeds that were displayed on pilot's and co-pilot's PDU (primary display unit) were identically wrong.

A review of the EASy architecture reveals that the current wiring of Air Data System (ADS) and IRS (inertial reference system) units is not compliant with the certified safety objectives. All IRS primary inputs are wired to the same General Purpose (GP) Bus and thus basic requirements for ADS segregation are not met. One single ADS unflagged air data error may lead to the computation and display on both pilot's and co-pilot's display units of unnoticed and misleading flight information.

At take-off or during go-around this situation might considerably reduce flight safety.

This AD mandates a wiring modification of IRS [no.] 2 and a test of General Purpose bus IRS entry per application of SB-F2000EX-89 on Falcon 2000EX EASy and per application of SB-F900EX-274 on Falcon 900EX EASy.

Furthermore in order to maintain ADS parameter segregation against possible

failures, this AD also requires F2000EX EASy and F900EX EASy operators to comply with the modifications made to the respective Chapter 5.40 of the Aircraft Maintenance Manuals that contain an additional periodic functional test of the IRS GP Bus I/O (input/output).

Dispatch conditions under MMEL (master minimum equipment list) in case of an IRS2 failure are modified after implementation of the wiring change.

The corrective actions involve checking the integrity of the GP bus and IRS2, and repairing them as applicable. 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 62 products of U.S. registry. We also estimate that it will take about 3 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 a negligible amount 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 \$14,880, or \$240 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:

2008-12-18 Dassault Aviation:

Amendment 39-15562. Docket No. FAA-2008-0364; Directorate Identifier 2006-NM-281-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 23, 2008.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Dassault Model Falcon 2000EX airplanes, serial number (S/N) 6, and S/N 28 and subsequent; and Model Falcon 900EX airplanes, S/N 97, and S/N 120 and subsequent; certificated in any category.

Subject

(d) Air Transport Association (ATA) of America Code 34: Navigation.

Reason

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

During a flight test performed on an EASy aircraft, subsequently to an air data probe failure, the crew realized that the Flight path vectors and the Vertical speeds that were displayed on pilot's and co-pilot's PDU (primary display unit) were identically wrong.

A review of the EASy architecture reveals that the current wiring of Air Data System (ADS) and IRS (inertial reference system) units is not compliant with the certified safety objectives. All IRS primary inputs are wired to the same General Purpose (GP) Bus and thus basic requirements for ADS segregation are not met. One single ADS unflagged air data error may lead to the computation and display on both pilot's and co-pilot's display units of unnoticed and misleading flight information.

At take-off or during go-around this situation might considerably reduce flight safety.

This AD mandates a wiring modification of IRS [no.] 2 and a test of General Purpose bus IRS entry per application of SB-F2000EX-89 on Falcon 2000EX EASy and per application of SB-F900EX-274 on Falcon 900EX EASy.

Furthermore in order to maintain ADS parameter segregation against possible failures, this AD also requires F2000EX EASy and F900EX EASy operators to comply with the modifications made to the respective Chapter 5.40 of the Aircraft Maintenance Manuals that contain an additional periodic functional test of the IRS GP Bus I/O (input/output).

Dispatch conditions under MMEL (master minimum equipment list) in case of an IRS2 failure are modified after implementation of the wiring change.

The corrective actions involve checking the integrity of the GP bus and IRS2, and repairing them as applicable.

Actions and Compliance

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

(1) For Model Falcon 2000EX airplanes without Dassault Modification M2758 and Model Falcon 900EX airplanes without Dassault Modification M5143 in the applicability range: Within 3 months after the effective date of this AD, do the IRS2 wiring modification and test the GP (general purpose) bus IRS entry. Do all actions in accordance with the Accomplishment Instructions of Dassault Service Bulletin F2000EX-89, dated March 17, 2006; or Dassault Service Bulletin F900EX-274, dated March 17, 2006; as applicable. Repeat the test at intervals not to exceed 5,000 flight hours. If the GP bus IRS entry fails any test, before further flight, do all applicable corrective actions in accordance with the procedures in Section 34-209, dated March 2007, of the Dassault Falcon 900EX EASy/900DX Maintenance Manual; or Section 34-209, dated May 2007, of the Dassault Falcon 2000EX EASy Maintenance Manual; as applicable.

(2) For Model Falcon 2000EX airplanes with Dassault Modification M2758 and Model Falcon 900EX airplanes with Dassault Modification M5143 in the applicability range: Within 5,000 flight hours after the date of issuance of the original French standard airworthiness certificate or the date of issuance of the original French export certificate of airworthiness, or within 3 months after the effective date of this AD, whichever occurs later, do a test of the GP bus IRS entry in accordance with the Accomplishment Instructions of Dassault Service Bulletin F2000EX-89, dated March 17, 2006; or Dassault Service Bulletin F900EX-274, dated March 17, 2006; as applicable. Repeat the test at intervals not to exceed 5,000 flight hours. If the GP bus IRS entry fails any test, before further flight, do the corrective actions in accordance with the procedures in Section 34-209, dated March 2007, of the Dassault Falcon 900EX EASy/900DX Maintenance Manual; or Section 34-209, dated May 2007, of the Dassault Falcon 2000EX EASy Maintenance Manual; as applicable.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows:

(1) Where the MCAI specifies to do a test of the GP bus IRS entry in accordance with Chapter 5.40 of the applicable Dassault

Maintenance Manual and does not specify a corrective action, we require those corrective actions to be done in accordance with Section 34-209, dated March 2007, of the Dassault Falcon 900EX EASy/900DX Maintenance Manual; or Section 34-209, dated May 2007, of the Dassault Falcon 2000EX EASy Maintenance Manual; as applicable.

(2) The MCAI specified to revise the applicable Dassault MMEL by incorporating Dassault Temporary Change 4, dated June 15, 2006, to the Dassault Falcon 2000EX EASy MMEL (for Model F2000EX EASy airplanes); and Dassault Temporary Change 3, dated June 15, 2006, to the Dassault Falcon 900EX EASy MMEL (for Model F900EX EASy airplanes); as applicable. However, the FAA-approved MMEL (which is required to be used by operators) has been revised to include the information specified in the Dassault temporary changes. Therefore, we have not included a requirement for this revision in this AD.

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, FAA, Transport Airplane Directorate, 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, FAA, Transport Airplane Directorate, 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 2006-0157, dated June 7, 2006; Section 34-209, dated March 2007, of the Dassault Falcon 900EX EASy/900DX Maintenance Manual; Section 34-209, dated May 2007, of the Dassault Falcon 2000EX EASy Maintenance Manual; and Dassault Service Bulletins F2000EX-89 and F900EX-274, both dated March 17, 2006; for related information.

Material Incorporated by Reference

(i) You must use the service information specified in Table 1 of this AD to do the actions required by this AD, as applicable, 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>.

TABLE 1.—MATERIAL INCORPORATED BY REFERENCE

Service information	Date
Dassault Falcon 2000EX EASy Maintenance Manual, Section 34–209.	May 2007.
Dassault Falcon 900EX EASY/900DX Maintenance Manual, Section 34–209.	March 2007.
Dassault Service Bulletin F2000EX–89.	March 17, 2006.
Dassault Service Bulletin F900EX–274.	March 17, 2006.

Issued in Renton, Washington, on June 5, 2008.

Michael J. Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8–13275 Filed 6–17–08; 8:45 am]

BILLING CODE 4910–13–P

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

[Docket No. FAA–2008–0393 Directorate Identifier 2008–CE–011–AD; Amendment 39–15533; AD 2008–11–11]

RIN 2120–AA64

Airworthiness Directives; Viking Air Limited Model DHC–2 Series Airplanes

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

ACTION: Final rule.

SUMMARY: We are superseding an existing airworthiness directive (AD) for the products listed above. This 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:

Cracks have been reported in the front spar center web of the tailplane at the pick-up bracket and at lightening holes. If not detected early and repaired, these cracks may lead to failure of the tailplane.

We are issuing this AD to require actions to correct the unsafe condition on these products.

DATES: This AD becomes effective July 23, 2008.

On July 23, 2008, the Director of the Federal Register approved the incorporation by reference of Viking DHC–2 Beaver Service Bulletin 2/47, Revision E, dated January 23, 2007, listed in this AD.

As of December 15, 1992 (57 FR 53254, November 9, 1992), the Director of the Federal Register approved the incorporation by reference of deHavilland Technical News Sheet B55, dated August 1, 1952; and Bombardier de Havilland DHC–2 (Beaver) Service Bulletin 2/47 Revision C, revised September 4, 1992, listed in this AD.

ADDRESSES: You may examine the AD docket on the Internet at <http://www.regulations.gov> or in person at the Docket 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: Pong Lee, Aerospace Engineer, FAA, New York Certification Office, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone: (516) 228–7324; fax: (516) 794–5531.

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 April 2, 2008 (73 FR 17937), and proposed to supersede AD 92–24–02, Amendment 39–8407 (57 FR 53254, November 9, 1992). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

Cracks have been reported in the front spar center web of the tailplane at the pick-up bracket and at lightening holes. If not detected early and repaired, these cracks may lead to failure of the tailplane. This revision is issued to reflect the new requirement to inspect the tailplane front spar web behind

the pick-up brackets using fluorescent penetrant inspection (FPI) instead of the visual inspection method used previously.

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 FAA policies. Any such differences are highlighted in a NOTE within the AD.

Costs of Compliance

Based on the service information, we estimate that this AD will affect 396 products of U.S. registry. We also estimate that it will take about 10 work-hours per product to comply with basic requirements of this AD. The average labor rate is \$80 per work-hour.

Based on these figures, we estimate the cost of this AD to the U.S. operators to be \$316,800 or \$800 per product.

In addition, we estimate that any necessary follow-on actions would take about 48 work-hours and require parts costing \$1,854, for a cost of \$5,694 per product. We have no way of determining the number of products that may need these actions.

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