

Issued in Renton, Washington, on June 17, 2010.

Robert D. Breneman,
Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2010-0638; Directorate Identifier 2007-NM-333-AD; Amendment 39-16346; AD 2008-01-01]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Model 737-200, -300, -400, -500, -600, -700, -800, and -900 Series Airplanes; Model 747-400 Series Airplanes; Model 757-200 and 757-300 Series Airplanes; Model 767-200, 767-300, and 767-400ER Series Airplanes; and Model 777-200 Series Airplanes

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

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting airworthiness directive (AD) 2008-01-01 that was sent previously to all known U.S. owners and operators of certain Model 737-200, -300, -400, -500, -600, -700, -800, and -900 series airplanes; Model 747-400 series airplanes; Model 757-200 and 757-300 series airplanes; Model 767-200, 767-300, and 767-400ER series airplanes; and Model 777-200 series airplanes by individual notices. This AD requires

replacing a certain flight deck door feature and revising the modification record placard. This AD is prompted by a report indicating that the feature of the flight deck door is defective. We are issuing this AD to prevent failure of this feature, which could jeopardize flight safety.

DATES: This AD becomes effective July 6, 2010 to all persons except those persons to whom it was made immediately effective by AD 2008-01-01, issued December 26, 2007, which contained the requirements of this amendment.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of July 6, 2010.

We must receive comments on this AD by August 16, 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.

For service information identified in this AD, contact Jamco America, Inc., 1018 80th Street, SW., Everett, WA 98203; telephone 425-347-4735, ext: 1192 (David Crotty); fax 425-353-2343; e-mail David_Crotty@jamco-america.com; Internet <http://jamco-america.com>.

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 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:

Patrick Gillespie, 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) 917-6429; fax (425) 917-6590.

SUPPLEMENTARY INFORMATION:

On December 26, 2007, we issued AD 2008-01-01, which applies to certain Model 737-200, -300, -400, -500, -600, -700, -800, and -900 series airplanes; Model 747-400 series airplanes; Model 757-200 and 757-300 series airplanes; Model 767-200, 767-300, and 767-400ER series airplanes; and Model 777-200 series airplanes.

Background

We have received a report indicating that a feature of the flight deck door is defective. This condition, if not corrected, could result in a failure of the feature, which could jeopardize flight safety.

Relevant Service Information

We reviewed the following service bulletins:

TABLE—SERVICE BULLETINS

Jamco Service Bulletin—	For Model—
52-2295, Revision 1, dated October 10, 2007	737-200 -300, -400, -500, -600, -700, -800, and -900 series airplanes.
52-2302, Revision 1, dated October 10, 2007	767-200, -300, and -400ER series airplanes.
52-2303, Revision 1, dated October 10, 2007	747-400 series airplanes.
52-2304, Revision 2, dated November 1, 2007	757-200 and -300 series airplanes.
52-2305, Revision 1, dated October 10, 2007	777-200 series airplanes.

The service bulletins describe procedures for replacing a certain flight deck door feature and revising the modification record placard.

FAA’s Determination and Requirements of This AD

Since the unsafe condition described is likely to exist or develop on other

airplanes of these same type designs, we issued AD 2008-01-01 to prevent the failure of a certain feature of the flight deck door. The AD requires accomplishing the actions specified in the service information previously described.

We found that notice and opportunity for prior public comment on AD 2008-

01-01 were contrary to the public interest, and good cause existed to make the AD effective immediately by individual notices issued on December 26, 2007, to all known U.S. owners and operators of certain Model 737-200, -300, -400, -500, -600, -700, -800, and -900 series airplanes; Model 747-400 series airplanes; Model 757-200 and

757–300 series airplanes; Model 767–200, 767–300, and 767–400ER series airplanes; and Model 777–200 series airplanes. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13) to make it effective to all persons.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not provide you with notice and an opportunity to provide your comments before it becomes effective. However, we invite you to send any written data, views, or arguments about this AD. Send your comments to an address listed under the **ADDRESSES** section. Include “Docket No. FAA–2010–0638; Directorate Identifier 2007–NM–333–AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this 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 AD.

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

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 this AD:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Is not a “significant rule” under 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.

You can find our regulatory evaluation and the estimated costs of compliance in the AD Docket.

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 airworthiness directive (AD):

2008–01–01 The Boeing Company:

Amendment 39–16346. Docket No. FAA–2010–0638; Directorate Identifier 2007–NM–333–AD.

Effective Date

(a) This AD becomes effective July 6, 2010, to all persons except those persons to whom it was made immediately effective by AD 2008–01–01, issued on December 26, 2007, which contained the requirements of this amendment.

Affected ADs

(b) None.

Applicability

(c) This AD applies to The Boeing Company airplanes identified in Table 1 of this AD, certificated in any category.

TABLE 1—APPLICABILITY

Model—	Modified in accordance with Supplemental Type Certificate—	As identified in Jamco Service Bulletin—
(1) 737–200, –300, –400, –500, –600, –700, –800, and –900 series airplanes.	ST01143SE	52–2295, Revision 1, dated October 10, 2007.
(2) 747–400 series airplanes	ST01194SE	52–2303, Revision 1, dated October 10, 2007.
(3) 757–200 and –300 series airplanes	ST01150SE	52–2304, Revision 2, dated November 1, 2007.
(4) 767–200, –300, and –400ER series airplanes	ST01121SE	52–2302, Revision 1, dated October 10, 2007.
(5) 777–200 series airplanes	ST01201SE	52–2305, Revision 1, dated October 10, 2007.

Subject

(d) Air Transport Association (ATA) of America Code 52: Doors.

Unsafe Condition

(e) This AD results from a report indicating that a feature of the flight deck door is defective. We are issuing this AD to prevent failure of this feature, which could jeopardize flight safety.

Compliance

(f) Comply with this AD within the compliance times specified, unless already done.

Replacement

(g) Within 30 days after the effective date of this AD, replace a certain flight deck door feature and revise the modification record placard, in accordance with the

Accomplishment Instructions of the applicable service bulletin identified in Table 1 of this AD.

(h) Actions done before the effective date of this AD in accordance with Jamco Service Bulletin 52–2304, Revision 1, dated October 10, 2007, are acceptable for compliance with the corresponding requirements of paragraph (g) of this AD.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Seattle Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 FR 39.19. Send information to *Attn: Patrick Gillespie, 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) 917-6429; 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.

Material Incorporated by Reference

(j) You must use the applicable service information contained in Table 2 of this AD 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 Jamco America, Inc., 1018 80th Street SW., Everett, WA 98203;

telephone 425-347-4735, ext: 1192 (David Crotty); fax 425-353-2343; e-mail *David_Crotty@jamco-america.com*; Internet *http://jamco-america.com*.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221.

(4) You may also review copies of the service information that is incorporated by reference 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*.

TABLE 2—MATERIAL INCORPORATED BY REFERENCE

Document	Revision	Date
Jamco Service Bulletin 52-2295	1	October 10, 2007.
Jamco Service Bulletin 52-2302	1	October 10, 2007.
Jamco Service Bulletin 52-2303	1	October 10, 2007.
Jamco Service Bulletin 52-2304	2	November 1, 2007.
Jamco Service Bulletin 52-2305	1	October 10, 2007.

Issued in Renton, Washington, on June 18, 2010.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010-15655 Filed 6-30-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2009-1227; Directorate Identifier 2009-NM-119-AD; Amendment 39-16347; AD 2010-14-02]

RIN 2120-AA64

Airworthiness Directives; Bombardier, Inc. Model CL-600-2B16 (CL-604 Variant) 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:

Two cases of a crack on a “dry” ADG [air driven generator] (Hamilton Sundstrand part number in the 761339 series), in the aft area of the strut and generator housing assembly, have been reported on CL-600-2B19 aircraft. The same part number is also installed on CL-600-2B16 (CL-604) aircraft. Investigation determined that the crack was in an area of the strut where the wall thickness of the casting was below specification, due to a manufacturing anomaly in a specific batch of ADGs. Structural failure and departure of the ADG during deployment could possibly result in damage to the aircraft structure. If deployment were activated by a dual engine shutdown, ADG structural failure would also result in loss of hydraulics for the flight controls.

* * * * *

The unsafe condition is possible loss of control of the airplane. We are issuing this AD to require actions to correct the unsafe condition on these products.

DATES: This AD becomes effective August 5, 2010.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of August 5, 2010.

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: Craig Yates, Aerospace Engineer, Airframe and Mechanical Systems

Branch, ANE-171, FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228-7355; 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 January 4, 2010 (75 FR 91). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

Two cases of a crack on a “dry” ADG [air driven generator] (Hamilton Sundstrand part number in the 761339 series), in the aft area of the strut and generator housing assembly, have been reported on CL-600-2B19 aircraft. The same part number is also installed on CL-600-2B16 (CL-604) aircraft. Investigation determined that the crack was in an area of the strut where the wall thickness of the casting was below specification, due to a manufacturing anomaly in a specific batch of ADGs. Structural failure and departure of the ADG during deployment could possibly result in damage to the aircraft structure. If deployment were activated by a dual engine shutdown, ADG structural failure would also result in loss of hydraulics for the flight controls.

This directive gives instructions to check the part number of the installed ADG and, for ADGs with a part number in the 761339 series, the serial numbers of the ADG and the strut and generator housing assembly are also to be checked. If these serial numbers are within specified ranges * * *, initial and