

The MCAI requires you to rework the tail rotor driveshaft hanger bearing bracket.

#### Actions and Compliance

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

(1) Applicable to SNs 56001 through 56073, and 56077: Within 30 days after the effective date of this AD, inspect both sides of the hanger bracket, P/N 427-044-223-101, for cracks following Bell Helicopter Alert Service Bulletin No. 427-09-29, REV A, dated November 17, 2009.

(i) If no cracks are found during the inspection required by paragraph (f)(1) of this AD, before further flight rework both sides of the hanger bracket, P/N 427-044-223-101, following Bell Helicopter Alert Service Bulletin No. 427-09-29, REV A, dated November 17, 2009.

(ii) If cracks are found during the inspection required by paragraph (f)(1) of this AD, before further flight replace the hanger bracket, P/N 427-044-223-101, with a new hanger bracket, P/N 427-044-223-101, that has been reworked following Bell Helicopter Alert Service Bulletin No. 427-09-29, REV A, dated November 17, 2009.

(2) Applicable to all SNs: As of the effective date of this AD, you may not install replacement tail rotor driveshaft hanger bracket, P/N 427-044-223-101, unless the bracket has been inspected and found free of cracks and has been reworked following Bell Helicopter Alert Service Bulletin No. 427-09-29, REV A, dated November 17, 2009.

#### FAA AD Differences

**Note:** This AD differs from the MCAI and/or service information as follows: No differences.

#### Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, Standards Office, 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: Sharon Miles, Aerospace Engineer, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone: (817) 222-5122; fax: (817) 222-5961. 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 (44 U.S.C. 3501 *et seq.*), 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 Transport Canada AD No. CF-2010-17, dated June 2, 2010; and Bell Helicopter Alert Service Bulletin No. 427-09-29, REV A, dated November 17, 2009, for related information.

Issued in Fort Worth, Texas, on August 19, 2010.

**Mark R. Schilling,**

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

[FR Doc. 2010-21582 Filed 8-27-10; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA-2010-0865; Directorate Identifier 2010-SW-061-AD]**

**RIN 2120-AA64**

#### **Airworthiness Directives; Bell Helicopter Textron Canada Limited Models 206A, 206B, 206L, 206L-1, 206L-3, and 206L-4 Helicopters**

**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:

It has been determined that new tail rotor disc assembly Part Number (P/N) 101584-1 or -2, sold through Bell Helicopter Spares beginning March 2009, as an alternate to P/N 32721-1, does not conform to the approved configuration. Operating a helicopter with disk assembly P/N 101584-1 or -2 installed may result in loss of control of the helicopter.

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 October 14, 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://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:

Sharon Miles, Aerospace Engineer, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone: (817) 222-5122; fax: (817) 222-5961.

#### 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-2010-0865; Directorate Identifier 2010-SW-061-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

Transport Canada, which is the aviation authority for Canada, has issued AD No. CF-2010-07, dated February 24, 2010 (referred to after this as "the MCAI"), to correct an unsafe condition for the specified products. The MCAI states:

It has been determined that new tail rotor disc assembly Part Number (P/N) 101584-1 or -2, sold through Bell Helicopter Spares

beginning March 2009, as an alternate to P/N 32721-1, does not conform to the approved configuration. Operating a helicopter with disk assembly P/N 101584-1 or -2 installed may result in loss of control of the helicopter.

This directive mandates the removal from service tail rotor disc assembly P/N 101584-1 and -2.

You may obtain further information by examining the MCAI in the AD docket.

#### Relevant Service Information

Bell Helicopter has issued Alert Service Bulletin No. 206-09-123, REV A, dated June 10, 2009, and Alert Service Bulletin No. 206L-09-157, REV A, dated June 10, 2009. The actions described in this service information are intended to correct the unsafe condition identified in the MCAI.

#### FAA's Determination and Requirements of the 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 and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

#### Differences Between This Proposed 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 highlighted in a Note within the proposed AD.

#### Costs of Compliance

We estimate that this proposed AD will affect 2,847 products of U.S. registry. We also estimate that it would take about 1 work-hour per product to comply with the basic requirements of this proposed AD. The average labor rate is \$85 per work-hour. Required parts would cost about \$260 per product.

Based on these figures, we estimate the cost of the proposed AD on U.S. operators to be \$982,215 or \$345 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, Incorporation by reference, 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:

#### Bell Helicopter Textron Canada Limited:

Docket No. FAA-2010-0865; Directorate Identifier 2010-SW-061-AD.

#### Comments Due Date

(a) We must receive comments by October 14, 2010.

#### Affected ADs

(b) None.

#### Applicability

(c) This AD applies to the following model and serial number airplanes, certificated in any category.

Model	Serial No. (S/N)
206A .....	004 through 660 and 672 through 715.
206B .....	All S/Ns including those converted from Model 206A.
206L .....	45004 through 45153 and 46601 through 46617.
206L-1 .....	45154 through 45790.
206L-3 .....	51001 through 51612.
206L-4 .....	All S/Ns.

#### Subject

(d) Air Transport Association of America (ATA) Code 65: Tail Rotor Drive.

#### Reason

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

It has been determined that new tail rotor disc assembly Part Number (P/N) 101584-1 or -2, sold through Bell Helicopter Spares beginning March 2009, as an alternate to P/N 32721-1, does not conform to the approved configuration. Operating a helicopter with disk assembly P/N 101584-1 or -2 installed may result in loss of control of the helicopter.

This directive mandates the removal from service tail rotor disc assembly P/N 101584-1 and -2.

#### Actions and Compliance

(f) Unless already done, do the following actions following Bell Helicopter Alert Service Bulletin No. 206-09-123, REV A, dated June 10, 2009; and Bell Helicopter Alert Service Bulletin No. 206L-09-157, REV A, dated June 10, 2009, as applicable.

(1) Check the helicopter maintenance records to determine if a disc assembly, part number (P/N) 101584-1 or -2, is installed. Do this check within the next 30 days after the effective date of this AD or within the next 100 hours time-in-service (TIS) after the effective date of this AD, whichever occurs first.

(2) If, during the maintenance records check required in paragraph (f)(1) of this AD,

you cannot positively determine that a P/N 101584-1 or -2 disc assembly is not installed, within the next 30 days after the effective date of this AD or within the next 100 hours TIS after the effective date of this AD, whichever occurs first, inspect the tail rotor driveshaft system to determine if P/N 101584-1 or -2 is installed.

(3) If, during the maintenance records check required in paragraph (f)(1) of this AD or during the inspection required in paragraph (f)(2) of this AD, you can positively determine that a P/N 101584-1 or -2 disc assembly is not installed, no further action is required. Before further flight, make an entry in the log book showing compliance with this AD.

(4) If, during the maintenance records check required in paragraph (f)(1) of this AD or during the inspection required in paragraph (f)(2) of this AD, you can positively determine that a P/N 101584-1 or -2 disc assembly is installed, within the next 30 days after the effective date of this AD or within the next 100 hours TIS after the effective date of this AD, whichever occurs first, replace disc assembly P/N 101584-1 or -2 with disc assembly P/N 32721-1.

(5) As of the effective date of this AD, do not install disc assembly P/N 101584-1 or -2.

#### FAA AD Differences

**Note:** This AD differs from the MCAI and/or service information as follows: No differences.

#### Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, Standards Office, 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: Sharon Miles, Aerospace Engineer, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone: (817) 222-5122; fax: (817) 222-5961. 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 (44 U.S.C. 3501 et seq.), 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 Transport Canada, AD No. CF-2010-07, dated February 24, 2010; Bell Helicopter Alert Service Bulletin No. 206-09-123, REV A, dated June 10, 2009;

and Bell Helicopter Alert Service Bulletin No. 206L-09-157, REV A, dated June 10, 2009, for related information.

Issued in Fort Worth, Texas, on August 19, 2010.

**Mark R. Schilling,**

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

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**BILLING CODE 4910-13-P**

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

[EPA-HQ-OAR-2010-0107; FRL-9190-1]

RIN-2060-AQ45

### Action To Ensure Authority To Issue Permits Under the Prevention of Significant Deterioration Program to Sources of Greenhouse Gas Emissions: Federal Implementation Plan

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Notice of public hearing.

**SUMMARY:** The EPA is announcing a public hearing to be held for the proposed rule "Action to Ensure Authority to Issue Permits under the Prevention of Significant Deterioration Program to Sources of Greenhouse Gas Emissions: Federal Implementation Plan" which will publish in the near future in the **Federal Register**. The hearing will be held on September 14, 2010, in Arlington, VA.

**DATES:** The public hearing will be held on September 14, 2010.

**ADDRESSES:** The September 14, 2010 hearing will be held at the EPA Ariel Rios East building, Room 1153, 1301 Constitution Avenue, Washington, DC 20460. The public hearing will convene at 9 a.m. (Eastern standard time) and continue until the later of 6 p.m. or 1 hour after the last registered speaker has spoken. The EPA will make every effort to accommodate all speakers that arrive and register. A lunch break is scheduled from 12:30 p.m. until 2 p.m. Because this hearing is being held at U.S. government facilities, individuals planning to attend the hearing should be prepared to show valid picture identification to the security staff in order to gain access to the meeting room. In addition, you will need to obtain a property pass for any personal belongings you bring with you. Upon leaving the building, you will be required to return this property pass to the security desk. No large signs will be allowed in the building, cameras may

only be used outside of the building, and demonstrations will not be allowed on federal property for security reasons. The EPA Web Site for the rulemaking, which includes the proposal and information about the public hearing, can be found at: <http://www.epa.gov/nsr>.

**FOR FURTHER INFORMATION CONTACT:** If you would like to present oral testimony at the public hearing, please contact Ms. Pamela Long, U.S. Environmental Protection Agency, Office of Air Quality Planning and Standards, Air Quality Planning Division, (C504-03), Research Triangle Park, NC 27711, telephone (919) 541-0641, fax number (919) 541-5509, e-mail address: [long.pam@epa.gov](mailto:long.pam@epa.gov) (preferred method for registering), no later than September 10, 2010. If using e-mail, please provide the following information: Time you wish to speak (morning, afternoon, evening), name, affiliation, address, e-mail address, and telephone and fax numbers.

Questions concerning the August 2010 proposed rule should be addressed to Ms. Lisa Sutton, U.S. EPA, Office of Air Quality Planning and Standards, New Source Review Group, (C504-03), Research Triangle Park, NC 27711, telephone number (919) 541-3450, e-mail at [sutton.lisa@epa.gov](mailto:sutton.lisa@epa.gov).

**SUPPLEMENTARY INFORMATION:** The public hearing is to provide the public an opportunity to present oral comments regarding EPA's proposed "Action to Ensure Authority to Issue Permits under the Prevention of Significant Deterioration Program to Sources of Greenhouse Gas Emissions: Federal Implementation Plan," which proposes a Federal Implementation Plan to apply in any state that is unable to submit, by its deadline, a corrective State Implementation Plan revision to ensure that the state has authority to issue permits under the Clean Air Act's New Source Review Prevention of Significant Deterioration program for sources of greenhouse gases.

*Public hearing:* The proposal for which EPA is holding the public hearing will publish in the near future in the **Federal Register** and is available at: <http://www.epa.gov/nsr> and also in the rulemaking docket. The public hearing will provide interested parties the opportunity to present data, views, or arguments concerning the proposal. The EPA may ask clarifying questions during the oral presentations, but will not respond to the presentations at that time. Written statements and supporting information submitted during the comment period will be considered with the same weight as oral comments and supporting information presented at