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Issued in Renton, Washington, on March 22, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2007-27737; Directorate Identifier 2007-NM-029-AD; Amendment 39-15008; AD 2007-07-11]

RIN 2120-AA64

Airworthiness Directives; Gulfstream Aerospace LP Model Gulfstream 200 Airplanes

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

ACTION: Final rule; request for comments.

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:

Due to quality escape during serial production, the jumpers at the Right Fuel Standby Pump Connector 4Q1 were manufactured from 14 AWG electrical wiring instead of 12 AWG wires as required per approved drawing. The possible overheating of the 14 AWG jumpers routed in vicinity of the fuel tank may present the unsafe flight condition.

This AD requires actions that are intended to address the unsafe condition described in the MCAI.

DATES: This AD becomes effective April 18, 2007.

The Director of the Federal Register approved the incorporation by reference of a certain publication, listed in the AD as of April 18, 2007.

We must receive comments on this AD by May 3, 2007.

ADDRESSES: You may send comments by any of the following methods:

- DOT Docket Web Site: Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

- Fax: (202) 493-2251.
- Mail: Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001.
- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.
- Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the instructions for submitting comments.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://dms.dot.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) 647-5227) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Mike Borfitz, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2677; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION:

Streamlined Issuance of AD

The FAA is implementing a new process for streamlining the issuance of ADs related to MCAI. This streamlined process will allow us to adopt MCAI safety requirements in a more efficient manner and will reduce safety risks to the public. This process continues to follow all FAA AD issuance processes to meet legal, economic, Administrative Procedure Act, and **Federal Register** requirements. We also continue to meet our technical decision-making responsibilities to identify and correct unsafe conditions on U.S.-certificated products.

This AD references the MCAI and related service information that we considered in forming the engineering basis to correct the unsafe condition. The AD contains text copied from the MCAI and for this reason might not follow our plain language principles.

Discussion

The Civil Aviation Authority of Israel (CAAI), which is the aviation authority for Israel, has issued Israeli Airworthiness Directive 28-07-02-03, dated February 11, 2007 (referred to after this as "the MCAI"), to correct an

unsafe condition for the specified products. The MCAI states:

Due to quality escape during serial production, the jumpers at the Right Fuel Standby Pump Connector 4Q1 were manufactured from 14 AWG electrical wiring instead of 12 AWG wires as required per approved drawing. The possible overheating of the 14 AWG jumpers routed in vicinity of the fuel tank may present the unsafe flight condition.

The corrective actions include replacing the wiring, inspecting for other components damaged by overheating, and replacing damaged components if necessary. You may obtain further information by examining the MCAI in the AD docket.

Relevant Service Information

Gulfstream has issued Alert Service Bulletin 200-28A-315, dated February 5, 2007. The actions described in this service information are intended to correct the unsafe condition identified in the MCAI.

FAA's Determination and Requirements of This 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 the State of Design Authority, we have been notified of the unsafe condition described in the MCAI and service information referenced above. We are issuing this AD because we evaluated all pertinent information and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

Differences Between the 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.

FAA's Determination of the Effective Date

An unsafe condition exists that requires the immediate adoption of this AD. The FAA has found that the risk to the flying public justifies waiving notice

and comment prior to adoption of this rule because, due to a quality escape during serial production, the jumpers at the right fuel standby pump connector 4Q1 were manufactured from 14 AWG electrical wiring instead of 12 AWG wires as required per approved drawing. The overheating of the 14 AWG jumpers routed in vicinity of the fuel tank may cause the unsafe flight condition. Therefore, we determined that notice and opportunity for public comment before issuing this AD are impracticable and that good cause exists for making this amendment effective in fewer than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and opportunity for public comment. We invite you to send any written relevant data, views, or arguments about this AD. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2007-27737; Directorate Identifier 2007-NM-029-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://dms.dot.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

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.

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:

2007-07-11 Gulfstream Aerospace LP (Formerly Israel Aircraft Industries, Ltd.): Amendment 39-15008. Docket No. FAA-2007-27737; Directorate Identifier 2007-NM-029-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 18, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Gulfstream Model Gulfstream 200 airplanes, certificated in any category, serial numbers 121 through 154.

Subject

(d) Fuel.

Reason

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

Due to quality escape during serial production, the jumpers at the Right Fuel Standby Pump Connector 4Q1 were manufactured from 14 AWG electrical wiring instead of 12 AWG wires as required per approved drawing. The possible overheating of the 14 AWG jumpers routed in vicinity of the fuel tank may present the unsafe flight condition.

The corrective actions include replacing the wiring, inspecting for other components damaged by overheating, and replacing damaged components if necessary.

Actions and Compliance

(f) Within 25 flight hours or 30 days, whichever occurs first, after the effective date of this AD, unless already done, do the following actions.

(1) Replace the wiring according to the Gulfstream Alert Service Bulletin 200-28A-315, dated February 5, 2007.

(2) Do a general visual inspection for other components damaged by overheating. Replace all damaged components, before further flight, using a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the Civil Aviation Authority of Israel (CAAI) (or its delegated agent). One approved method is the Gulfstream G200 Maintenance Manual.

Note 1: For the purposes of this AD, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight 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."

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows:

(1) The MCAI specifies to "inspect and replace the wiring" and "replace other components damaged by overheating." However, this AD requires replacing the wiring, inspecting for other components damaged by overheating, and replacing damaged components as applicable. We have defined the inspection as a "general visual inspection."

(2) The MCAI does not specify service information for replacing components other than wiring. We require that the replacements be done in accordance with a method approved by the FAA or CAAI.

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, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Mike Borfritz,

Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2677; fax (425) 227-1149. Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(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 Israeli Airworthiness Directive 28-07-02-03, dated February 11, 2007, and Gulfstream Alert Service Bulletin 200-28A-315, dated February 5, 2007, for related information.

Material Incorporated by Reference

(i) You must use Gulfstream Alert Service Bulletin 200-28A-315, dated February 5, 2007, 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 Gulfstream Aerospace Corporation, P.O. Box 2206, Mail Station D-25, Savannah, Georgia 31402-2206.

(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>.

Issued in Renton, Washington, on March 23, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2007-27735; Directorate Identifier 2007-NM-027-AD; Amendment 39-15009; AD 2007-07-12]

RIN 2120-AA64

Airworthiness Directives; Honeywell Flight Management Systems (FMSs) Served by Honeywell NZ-2000 Navigation Computers Approved Under Technical Standard Order (TSO) TSO-C115a, and IC-800 Integrated Avionics Computers Approved Under TSOs C9c, C52a, and C115a; as Installed on Various Transport Category Airplanes

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

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Honeywell FMSs served by Honeywell NZ-2000 navigation computers and IC-800 integrated avionics computers. This AD requires identifying affected computers by part number and software modification level and revising the Limitations section of applicable airplane flight manuals to provide procedures for retaining optimum position determination and intended navigation. This AD results from reports of in-flight unannounced shifts of computed position in airplanes with the subject flight management system (FMS) computers. We are issuing this AD to prevent a shift in the FMS computed position, which could result in uncommanded deviations from the intended flight path of the airplane and, if those deviations are undetected by the flight crew, compromised terrain/traffic avoidance.

DATES: This AD becomes effective April 18, 2007.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of April 18, 2007.

We must receive comments on this AD by June 4, 2007.

ADDRESSES: Use one of the following addresses to submit comments on this AD.

- DOT Docket Web site: Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

- Government-wide rulemaking Web site: Go to <http://www.regulations.gov>

and follow the instructions for sending your comments electronically.

- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590.

- Fax: (202) 493-2251.

- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Contact Honeywell, P.O. Box 21111, Phoenix, AZ 85036-1111, for service information identified in this AD.

FOR FURTHER INFORMATION CONTACT: Joe Brownlee, Flight Test Pilot, Flight Test Branch, ANM-160L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5365; fax (562) 627-5210.

SUPPLEMENTARY INFORMATION:

Discussion

We have received reports of in-flight unannounced shifts of computed position in airplanes with Honeywell NZ-2000 navigation and IC-800 integrated avionics computers serving Honeywell Flight Management Systems (FMSs). The computed position shift, attributed to a software design error induced during a previous software modification, occurs when the number of inertial reference units (IRUs) supplying data to the FMS degrades from 3 to 2 or from 2 to 1, or increases from 2 to 3 or from 1 to 2. If the FMS system is coupled to an autopilot or flight director system, this shift in the FMS computed position could result in uncommanded deviations from the intended flight path of the airplane and, if those deviations are undetected by the flight crew, compromised terrain/traffic avoidance.

Relevant Service Information

We have reviewed Honeywell Technical Newsletter A23-6111-008, Revision 001, dated February 22, 2007. This technical newsletter describes procedures for determining affected FMS computers receiving position information from multiple IRUs by identifying the part number and software modification level of the NZ-2000 navigation and IC-800 integrated avionics computers serving these Flight Management Systems. For airplanes with affected part numbers and software modification levels, the newsletter also describes revising the Limitations section of the applicable airplane flight manuals (AFMs) to provide procedures for deselecting all but one IRS to each FMS on every power-up cycle. The