

exhaust collector assembly with fewer than 50 operating hours and no cracks.

FAA AD Differences

(f) This AD differs from the Mandatory Continuing Airworthiness Information (MCAI) and/or service information as follows:

(1) We require the initial inspection within 30 hours TSN instead of at 30 hours TSN.

(2) We require the repetitive inspections within 10 hours TSLI instead of at 40 hours TSN.

(3) We define a serviceable part.

Other FAA AD Provisions

(g) *Alternative Methods of Compliance (AMOCs)*: The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(h) *Special Flight Permits*: We will allow a special flight permit to comply with paragraph (e)(4) of this AD.

Related Information

(i) Refer to MCAI EASA Airworthiness Directive 2007-0127, dated May 7, 2007, and SMA Service Bulletin SB-01-78-78-001, dated March 27, 2007, for related information.

(j) Contact Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: christopher.spinney@faa.gov; telephone (781) 238-7175; fax (781) 238-7199 for more information about this AD.

Material Incorporated by Reference

(k) None.

Issued in Burlington, Massachusetts, on September 11, 2007.

Francis A. Favara,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E7-18412 Filed 9-20-07; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2006-23594; Directorate Identifier 2005-NE-54-AD; Amendment 39-15202; AD 2007-19-11]

RIN 2120-AA64

Airworthiness Directives; Turbomeca S.A. Artouste III B, Artouste III B1, and Artouste III D Turboshaft Engines

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

ACTION: Final rule; request for comments.

SUMMARY: The FAA is superseding an existing airworthiness directive (AD) for Turbomeca Artouste III B, Artouste III

B1, and Artouste III D turboshaft engines. That AD currently requires removing certain fuel pumps from service and installing serviceable fuel pumps. This AD requires the same actions and adds to the applicability, additional fuel pumps by serial number (SN). This AD results from Turbomeca identifying a number of fuel pump SNs that they omitted from the original population. We are issuing this AD to prevent reduced engine fuel flow and subsequent loss of control of the helicopter, or an accident.

DATES: Effective October 9, 2007.

We must receive any comments on this AD by November 20, 2007.

ADDRESSES: Use one of the following addresses to comment 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:* 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:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* (202) 493-2251.

Contact Turbomeca, 40220 Tarnos, France; telephone 33 05 59 74 40 00, fax 33 05 59 74 45 15, for the service information identified in this AD.

FOR FURTHER INFORMATION CONTACT:

Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7175; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: On February 17, 2006, the FAA issued AD 2005-04-15, Amendment 39-14497 (71 FR 9692, February 27, 2006). That AD requires removing affected fuel pumps from service and installing serviceable fuel pumps, within 30 days or 80 operating hours after receipt of a serviceable fuel pump, whichever occurs first, but no later than March 15, 2006. That AD was the result of fuel pumps entering service after passing a faulty acceptance test. Accordingly, those fuel pumps may limit the maximum fuel flow available to the engine. That condition, if not corrected, could result in reduced engine fuel flow and subsequent loss of control of the helicopter, or an accident.

Actions Since AD 2006-04-15 Was Issued

The European Aviation Safety Agency (EASA), which is the airworthiness authority for the European Union, notified the FAA that Turbomeca has identified an additional 58 fuel pumps, by SN, that were omitted from the original SN listing. These pumps may be installed on U.S.-registered Eurocopter France Alouette III SE.3160, SA.316B, SA.315B, and SA.316C helicopters.

Turbomeca issued Mandatory Service Bulletin No. 218 73 0802, Update 1, dated January 8, 2007, to address the 160 suspect fuel pumps. We cannot confirm that these fuel pumps have been removed from service and retested or replaced. The EASA issued AD 2007-0030, dated February 6, 2007, in order to ensure the airworthiness of these engines in the European Union. We are issuing this AD to prevent reduced helicopter performance, subsequent loss of control of the helicopter, or accident.

Differences Between This AD and the Service Information

Turbomeca SB 218 73 0802, Update 1, dated January 8, 2007, requires compliance by March 1, 2007, at the latest. This AD requires compliance no later than 30 days after the effective date of this AD.

Bilateral Airworthiness Agreement

This engine model is manufactured in France and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Under this bilateral airworthiness agreement, the EASA has kept the FAA informed of the situation described above. We have examined the findings of the EASA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

FAA's Determination and Requirements of This AD

The unsafe condition described previously is likely to exist or develop on other Turbomeca Artouste III B, Artouste III B1, and Artouste III D turboshaft engines of the same type design. We are issuing this AD to prevent reduced engine fuel flow and subsequent loss of control of the helicopter, or an accident. This AD requires:

- For pumps with a SN listed in Table 1 of this AD, removing affected fuel pumps from service and installing serviceable fuel pumps no later than

March 15, 2006, the compliance end date of AD 2005–04–15.

- For pumps with a SN listed in Table 2 of this AD, removing affected fuel pumps from service and installing serviceable fuel pumps before accumulating 50 cycles-in-service after the effective date of this AD, but no later than 30 days after the effective date of this AD.

FAA’s Determination of the Effective Date

Since an unsafe condition exists that requires the immediate adoption of this AD, we have found that notice and opportunity for public comment before issuing this AD are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment; however, we invite you to send us any written relevant data, views, or arguments regarding this AD. Send your comments to an address listed under **ADDRESSES**. Include “AD Docket No. FAA–2006–23594; Directorate Identifier 2005–NE–54–AD” in the subject line of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify it.

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 with FAA personnel concerning this AD. Using the search function of the DMS Web site, anyone can find and read the comments in any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review the DOT’s complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78) or you may visit <http://dms.dot.gov>.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://dms.dot.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 this AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone (800) 647–5527) is

provided in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

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 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 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 summary of the costs to comply with this AD and placed it in the AD Docket. You may get a copy of this summary at the address listed under **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

■ Under 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. The FAA amends § 39.13 by removing Amendment 39–14497 (71 FR 9692, February 27, 2006), and by adding a new airworthiness directive, Amendment 39–15202, to read as follows:

2007–19–11 Turbomeca S.A.: Amendment 39–15202. Docket No. FAA–2005–23594; Directorate Identifier 2005–NE–54–AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective October 9, 2007.

Affected ADs

(b) This AD supersedes AD 2005–04–15, Amendment 39–14497.

Applicability

(c) This AD applies to Turbomeca Artouste III B, Artouste III B1, and Artouste III D turboshaft engines. These engines are installed on, but not limited to, Eurocopter France Alouette III SE.3160, SA.316B, SA.315B, and SA.316C helicopters.

Unsafe Condition

(d) This AD results from Turbomeca S.A. identifying a number of fuel pump serial numbers (SNs) that they omitted from the original population. We are issuing this AD to prevent reduced engine fuel flow and subsequent loss of control of the helicopter, or an accident.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Original Requirement

(f) Remove from service the fuel pumps listed by SN in Table 1 of this AD, and install a serviceable fuel pump no later than March 15, 2006.

TABLE 1.—AFFECTED FUEL PUMP SNS

A59B	F504B	2827
A82B	F506B	2828
A91B	F537B	2830
B14B	F561B	2838
B29B	F589B	2854
B42B	F596B	2867
C27B	F607B	2868
C6B	F630B	2884
C92B	F643B	2944
D16B	F706B	3078
D18B	F724B	3175
D20B	F743B	3230
D80B	F745B	3259
D99B	F748B	3282
E49B	F759B	3343
E77B	F760B	3376
E90B	F762B	3383

TABLE 1.—AFFECTED FUEL PUMP SNS—Continued

F112B	F957B	3385
F131B	808	3397
F176B	1725	3458
F220B	1766	3515
F243B	1770	3548
F253B	1897	3660
F262B	1941	3746
F293B	2154	3756
F317B	2155	3757
F320B	2233	3783
F357B	2512	3792
F368B	2620	3826
F420B	2729	3858
F464B	2759	3888
F466B	2763	3894
F477B	2786	3979
F47B	2787	4066

New Requirement

(g) Remove from service the fuel pumps listed by SN in Table 2 of this AD, and install a serviceable fuel pump, before accumulating 50 hours in service after the effective date of this AD, but no later than 30 days from the effective date of this AD.

TABLE 2.—ADDITIONAL AFFECTED FUEL PUMP SNS

158B	3395	F129B
1749	3438	F151B
1750	3581	F164B
2103	3725	F335B
2577	3729	F350B
2665	3884	F472B
2728	3923	F48B
2837	4123	F551B
2882	4129	F620B
2887	4213	F652B
2894	4241B	F66B
2933	B52B	F776B
3045	B82B	F801B
3120	C01B	F817B
3200	D14B	F833B
3220	D2B	F944B
3277	D71B	F971B
3293	D93B	G58B
3323	E67B	G61B
3326		

Definition

(h) For the purpose of this AD, a serviceable fuel pump is:

(1) A fuel pump that is not listed in Table 1 or Table 2 of this AD; or

(2) A fuel pump that is listed in Table 1 or Table 2 of this AD that has been retested to verify that it meets maximum fuel flow requirements.

Alternative Methods of Compliance

(i) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(j) European Aviation Safety Agency AD No. 2007-0030, dated February 6, 2007, also addresses the subject of this AD.

(k) Turbomeca Mandatory Service Bulletin No. 218 73 0802, Update No. 1, dated January 8, 2007, pertains to the subject of this AD.

Issued in Burlington, Massachusetts, on September 11, 2007.

Francis A. Favara,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E7-18434 Filed 9-20-07; 8:45 am]

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

[Docket No. FAA-2007-29263; Directorate Identifier 2007-NM-198-AD; Amendment 39-15210; AD 2007-19-19]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP Series Airplanes

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

ACTION: Final rule; request for comments.

SUMMARY: The FAA is superseding an existing airworthiness directive (AD) that applies to certain Boeing Model 747 series airplanes. The existing AD currently requires repetitive inspections and torque checks of the hanger fittings and strut forward bulkhead of the forward engine mount and adjacent support structure, and corrective actions if necessary. The existing AD also currently requires a terminating action for the repetitive inspections and checks. This new AD requires, among other actions, new repetitive inspections in the existing area and new areas. This new AD also provides for an optional inspection and no longer allows the existing fastener replacement to terminate repetitive inspections. This AD results from new reports of under-torqued or loose fasteners, a cracked bulkhead chord, and a fractured back-up angle after operators accomplished the terminating action required by the existing AD. We are issuing this AD to detect and correct loose fasteners and/or damaged or cracked hanger fittings, back-up angles, and bulkhead of the forward engine mount, which could lead to failure of the hanger fitting and bulkhead and consequent separation of the engine from the airplane.

DATES: This AD becomes effective October 9, 2007.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of October 9, 2007.

On December 6, 2000 (65 FR 69862, November 21, 2000), the Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 747-54A2203, dated August 31, 2000.

We must receive any comments on this AD by November 20, 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:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

- *Fax:* (202) 493-2251.

- *Hand Delivery:* Room W12-140 on the ground floor of the West Building, 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for service information identified in this AD.

FOR FURTHER INFORMATION CONTACT: Tamara Anderson, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6421; fax (425) 917-6590.

SUPPLEMENTARY INFORMATION:**Discussion**

On July 13, 2001, we issued AD 2001-15-02, amendment 39-12336 (66 FR 37884, July 20, 2001). That AD applies to certain Boeing Model 747 series airplanes. That AD requires repetitive inspections and torque checks of the hanger fittings and strut forward bulkhead of the forward engine mount and adjacent support structure, and corrective actions if necessary. That AD also requires a terminating action for the repetitive inspections and checks. That AD resulted from reports indicating the detection of loose fasteners of the hanger fittings and strut forward bulkhead of the forward engine mount. The actions specified in that AD are intended to prevent loose fasteners and associated damage to the hanger fittings