**Repetitive Inspections, One-time Modification, and Corrective Actions**

(h) Before further flight after doing paragraph (g) of this AD, do a detailed inspection for cracking of the hinge support fittings and modify certain segments of the rib webs, in accordance with Part 2 of the Accomplishment Instructions of the service bulletin. For any hinge support fitting found to be cracked or damaged, before further flight, do the actions required by paragraph (h)(1) or (h)(2) of this AD; in accordance with Part 3 of the Accomplishment Instructions of the service bulletin. Do all actions in accordance with the Accomplishment Instructions of the service bulletin; except where the service bulletin specifies to contact the manufacturer for repair procedures, this AD requires repair using a method approved in accordance with the procedures specified in paragraph (k) of this AD.

(1) Replace the fitting with a serviceable fitting made of 7079–T6 or 7075–T6 material. Repeat the detailed inspection thereafter at intervals not to exceed 180 days, until the terminating action required by paragraph (i) of this AD has been done.

(2) Replace the fitting with a new, improved fitting made of 7075–T7351 material.

**Terminating Action**

(i) For all airplanes: Within 48 months after the effective date of this AD, replace all hinge support fittings made of 7079–T6 or 7075–T6 material with new, improved fittings made of 7075–T7351 material, in accordance with Part 4 of the Accomplishment Instructions of the service bulletin. Doing this action terminates all requirements of paragraphs (g) and (h) of this AD.

**Parts Installation**

(j) As of the effective date of this AD, no person may install, on any airplane, a new or serviceable hinge support fitting made of 7079–T6 or 7075–T6 material, unless the requirements of paragraph (h)(1) of this AD are accomplished.

**Alternative Methods of Compliance (AMOCs)**

(k)(1) The Manager, Seattle Aircraft Certification Office (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.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane and the approval must specifically refer to this AD.

**Material Incorporated by Reference**

(l) You must use Boeing 707 Alert Service Bulletin A3518, dated October 9, 2006, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124–2207, 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 October 5, 2007.

**Ali Bahrami,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. E7–20219 Filed 10–15–07; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 39

**[Docket No. FAA–2007–29217; Directorate Identifier 2007–CE–075–AD; Amendment 39–15229; AD 2007–21–11]**

**RIN 2120–AA64**

## Airworthiness Directives; Pilatus Aircraft Ltd. Models PC–12, PC–12/45, and PC–12/47 Airplanes

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for the products listed above that will supersede an existing AD. This AD results from mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

This Airworthiness Directive (AD) is prompted by occurrences where abrasive damage (chafing) has been found on oil pipe assemblies in the area of the torque oil pressure transducer on the engines of some PC–12 aircraft. Incorrect assembly after maintenance tasks can decrease distances between various pipe/hoses assemblies and adjacent components. Damaged pipes can cause oil leakages in the area of the engine. This AD requires actions that are intended to address the unsafe condition described in the MCAI.

**DATES:** This AD becomes effective November 5, 2007.

On November 5, 2007, the Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD.

We must receive comments on this AD by November 15, 2007.

**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 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:** Doug Rudolph, Aerospace Engineer, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4059; fax: (816) 329–4090.

**SUPPLEMENTARY INFORMATION:**

**Discussion**

On October 17, 2000, we issued AD 2000–21–14, Amendment 39–11946 (65 FR 64340; October 27, 2000). That AD required actions intended to address an unsafe condition on the products listed above.

Since we issued AD 2000–21–14, there have been reports of occurrences of abrasive damage (chafing) on oil pipe assemblies in the area of the torque oil pressure transducer on the engines of some Model PC–12 series airplanes. The damage has caused engine oil leakage in some airplanes. If uncorrected, the unsafe condition could result in engine failure.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued AD No: 2007–0235, dated August 31, 2007, corrected September 14, 2007 (referred to after this as ''the MCAI''), to correct an unsafe condition for the specified products. The MCAI states:

> This Airworthiness Directive (AD) is prompted by occurrences where abrasive damage (chafing) has been found on oil pipe assemblies in the area of the torque oil pressure transducer on the engines of some PC–12 aircraft. Incorrect assembly after maintenance tasks can decrease distances between various pipe/hoses assemblies and adjacent components. Damaged pipes can cause oil leakages in the area of the engine.
>
> For the reasons stated above, this AD requires an inspection for damage, replacement when damage is found, and eventual replacement of all the affected pipe/hose assemblies.

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

**Relevant Service Information**

Pilatus Aircraft Ltd. has issued Pilatus PC12 Service Bulletin No: 71–007, dated August 21, 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 the 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 issuing this AD because we evaluated all information provided by the State of Design Authority and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

**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 have also required different actions in this AD from those in the MCAI in order to follow FAA policies. Any such differences are described in a separate paragraph of the AD. These requirements take precedence over those copied from the MCAI.

**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 if uncorrected, the unsafe condition could result in engine failure. 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–2007–29217; Directorate Identifier 2007–CE–075–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**

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 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.

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 removing Amendment 39–11946 (65 FR 64340; October 27, 2000), and adding the following new AD:

**2007–21–11 Pilatus Aircraft Limited:** Amendment 39–15229; Docket No. FAA–2007–29217; Directorate Identifier 2007–CE–075–AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective November 5, 2007.

**Affected ADs**

(b) This AD supersedes AD 2000–21–14, Amendment 39–11946.

**Applicability**

(c) This AD applies to Models PC–12, PC–12/45, and PC–12–47 airplanes, all serial numbers, that are:

(1) Equipped with oil pipe/hose assemblies part number (P/N) 577.11.12.104, 577.11.12.105, 946.37.74.305, 946.37.74.306, 946.37.74.307, 946.37.74.308, or 946.37.74.311; and

(2) certificated in any category.

**Subject**

(d) Air Transport Association of America (ATA) Code 71: Power Plant-General.

**Reason**

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

This Airworthiness Directive (AD) is prompted by occurrences where abrasive damage (chafing) has been found on oil pipe assemblies in the area of the torque oil pressure transducer on the engines of some PC–12 aircraft. Incorrect assembly after maintenance tasks can decrease distances between various pipe/hoses assemblies and adjacent components. Damaged pipes can cause oil leakages in the area of the engine.

For the reasons stated above, this AD requires an inspection for damage, replacement when damage is found, and eventual replacement of all the affected pipe/hose assemblies.

**Actions and Compliance**

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

(1)Within the next 10 hours time-in-service after November 5, 2007 (the effective date of this AD), do a configuration check and inspection of the pipe/hose assemblies for abrasive damage (chafing) and distortion following paragraph 3.B of Pilatus Aircraft Ltd. Pilatus PC12 Service Bulletin No: 71–007, dated August 21, 2007.

(2) If during the configuration check and inspection required by paragraph (f)(1) of this AD any abrasive damage (chafing) on oil pipe/hose assemblies is found, before further flight, replace the hose/pipe assemblies following paragraphs 3.B, 3.C, and 3.E of Pilatus Aircraft Ltd. Pilatus PC12 Service Bulletin No: 71–007, dated August 21, 2007.

(3) If during the configuration check and inspection required by paragraph (f)(1) of this AD no damage on oil pipe/hose assemblies is found, within 6 calendar months after November 5, 2007 (the effective date of this AD), replace the hose/pipe assemblies following paragraph 3.B, 3.C, and 3.E of Pilatus Aircraft Ltd. Pilatus PC12 Service Bulletin No: 71–007, dated August 21, 2007.

(4) After November 5, 2007, do not install any oil pipe/hose assembly with P/N 577.11.12.104, 577.11.12.105, 946.37.74.305, 946.37.74.306, 946.37.74.307, 946.37.74.308, or 946.37.74.311 on any Models PC–12, PC–12/45, or PC–12/47 airplanes.

(5) After November 5, 2007, do not install a spare engine on any Models PC–12, PC–12/45, or PC–12/47 airplanes, unless it has been verified that no oil pipe/hose assembly with P/N 577.11.12.104, 577.11.12.105, 946.37.74.305, 946.37.74.306, 946.37.74.307, 946.37.74.308, or 946.37.74.311 are installed on that engine.

**FAA AD Differences**

**Note:** This AD differs from the MCAI and/or service information as follows: The MCAI allows for the temporary replacement (up to 6 months) of the hose/pipe assemblies with the same type that incorporate the potential unsafe condition (P/N 577.11.12.104, 577.11.12.105, 946.37.74.305, 946.37.74.306, 946.37.74.307, 946.37.74.308, or 946.37.74.311). Due to the urgency of this unsafe condition, the FAA is mandating replacement with the improved parts immediately if damage is found.

**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: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4059; fax: (816) 329–4090. 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 European Aviation Safety Agency (EASA) AD No: 2007–0235, dated August 31, 2007, corrected September 14, 2007; and Pilatus Aircraft Ltd. Pilatus PC12 Service Bulletin No: 71–007, dated August 21, 2007, for related information.

**Material Incorporated by Reference**

(i) You must use Pilatus Aircraft Ltd. Pilatus PC12 Service Bulletin No: 71–007, dated August 21, 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 Pilatus Aircraft Ltd., Customer Support Manager, CH–6371 STANS, Switzerland; telephone: + 41 41 619 6208; fax: + 41 41 619 7311; e-mail: *SupportPC12@pilatus-aircaft.com*; or Pilatus Business Aircraft Ltd., Product Support Department, 11755 Airport Way, Broomfield, Colorado 80021; telephone: (303) 465–9099, fax: (303) 465–6040; E-mail: *Productsupport@PilBal.com*.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; 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 Kansas City, Missouri on October 5, 2007.

**David R. Showers,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. E7–20220 Filed 10–15–07; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 39

**[Docket No. FAA–2007–27925; Directorate Identifier 2006–NM–183–AD; Amendment 39–15232; AD 2007–21–14]**

**RIN 2120–AA64**

## Airworthiness Directives; Airbus Model A310 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for all Airbus Model A310 series airplanes. This AD requires revising the Airworthiness Limitations Section of the Instructions for Continued Airworthiness to incorporate new limitations for fuel tank systems. This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent the potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors caused by latent failures, alterations, repairs, or maintenance actions, could result in fuel tank explosions and consequent loss of the airplane.

**DATES:** This AD becomes effective November 20, 2007.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of November 20, 2007.

**ADDRESSES:** For service information identified in this AD, contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France.

**Examining the AD Docket**

You may examine the AD docket on the Internet at *http://www.regulations.gov*; or in person at the