

or Figure 2, as applicable, of Boeing Service Bulletin 747-27A2397, Revision 2, dated September 1, 2005.

#### Action if Cracking Is Found

(i) If any cracking is found during any inspection required by paragraph (g) of this AD: Before further flight, do the action in paragraph (i)(1) or (i)(2) of this AD.

(1) Replace the affected PCM with a new or serviceable PCM in accordance with the Accomplishment Instructions of Boeing Service Bulletin 747-27A2397, Revision 2, dated September 1, 2005.

(2) Replace the PCM with a PCM that has the new secondary retention device installed as specified in paragraph (j) of this AD.

#### Terminating Action

(j) Within 24 months or 8,400 flight hours after the effective date of this AD, whichever occurs earlier: Install a new secondary retention device for the yaw damper piston assembly in both the upper and lower PCMs by either replacing the existing PCM with a new improved PCM that already has the new secondary retention device, or by modifying, testing, and re-identifying the existing PCM. Do the installation in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-27A2479, dated November 8, 2007. Doing the installation terminates the inspection requirements of this AD.

**Note 1:** Boeing Alert Service Bulletin 747-27A2479 refers to Parker Service Bulletins 332700-27-312 and 333200-27-314, both dated September 13, 2007, as additional sources of service information for modifying the PCM.

#### Prior Accomplishment of Requirements

(k) Actions accomplished before October 13, 2006 (the effective date of AD 2006-18-17), in accordance with Boeing Alert Service Bulletin 747-27A2397, dated July 24, 2003; or Revision 1, dated March 31, 2005; are considered acceptable for compliance with the corresponding requirements of this AD.

#### Parts Installation

(l) As of October 13, 2006 no person may install on any airplane a rudder PCM having a top assembly part number (P/N) 332700-1003, -1005, or -1007; or P/N 333200-1003, -1005, or -1007; unless the PCM has been ultrasonically inspected and found to be without cracks; in accordance with the Accomplishment Instructions of Boeing Service Bulletin 747-27A2397, Revision 2, dated September 1, 2005, as specified by paragraph (g) of this AD.

#### Alternative Methods of Compliance (AMOCs)

(m)(1) The Manager, Seattle Aircraft Certification Office, 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) AMOCs approved previously in accordance with AD 2006-18-17 are approved as AMOCs for the corresponding provisions of paragraphs (g), (h), and (i) of this AD.

Issued in Renton, Washington, on March 4, 2008.

**Ali Bahrami,**

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

[FR Doc. E8-5013 Filed 3-12-08; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2008-0274; Directorate Identifier 2008-NM-038-AD]

RIN 2120-AA64

#### Airworthiness Directives; Boeing Model 757 Airplanes, Model 767 Airplanes, and Model 777-200 and -300 Series Airplanes

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** We propose to adopt a new airworthiness directive (AD) for certain Boeing Model 757 airplanes, Model 767 airplanes, and Model 777-200 and -300 series airplanes. This proposed AD would require repetitive inspections for damage of the electrical terminal at the left and right flightdeck window # 1, and corrective actions if necessary. This proposed AD would also allow for replacing the flightdeck window # 1 with a new improved flightdeck window equipped with electrical connections, which would end the need for the repetitive inspections for that flightdeck window # 1. This proposed AD results from several reports of electrical arcs at the terminal blocks of the electrically heated flightdeck window # 1. In more than one of the incidents, the arcs resulted in open flames. We are proposing this AD to prevent smoke and fire in the cockpit, which could lead to loss of visibility, and injuries to or incapacitation of the flightcrew.

**DATES:** We must receive comments on this proposed AD by April 28, 2008.

**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 Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207.

#### 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:

Louis Natsiopolous, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6478; fax (425) 917-6590.

#### 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-2008-0274; Directorate Identifier 2008-NM-038-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**

We have received nine reports of electrical arcs at the terminal blocks of the flightdeck window #1. In more than one incident, the arcs resulted in open flames. An investigation showed that the electrical arcs are caused by loose terminal connections in the left and

right flightdeck window # 1 that use screw and lug electrical heat terminations. Arcing occurs due to improper torque or cross-threading of the screw. The window was redesigned in 2004 to include electrical heat terminals that use pin and socket connections rather than screws and lugs. Electrical arcs at the terminal

blocks of the flightdeck window # 1, if not corrected, could result in smoke and fire in the cockpit, and consequent loss of visibility, and injuries to or incapacitation of the flightcrew.

**Relevant Service Information**

We have reviewed the service bulletins listed in the table below.

**BOEING SERVICE BULLETINS**

Boeing Special Attention Service Bulletin	Boeing model
757-30-0019, Revision 1, dated December 19, 2007 .....	757-200, -200CB, and -200PF series airplanes.
757-30-0020, Revision 1, dated December 19, 2007 .....	757-300 series airplanes.
767-30-0039, dated December 5, 2007 .....	767-200, -300, and -300F series airplanes.
767-30-0041, dated December 5, 2007 .....	767-400ER series airplanes.
777-30-0012, Revision 2, dated December 19, 2007 .....	777-200 and -300 series airplanes.

The service bulletins describe procedures for repetitive detailed inspections for damage (including arcing, loose terminal, or heat damage) of the electrical terminal (J5 terminal) at the left and right flightdeck window # 1, and corrective actions if necessary. The corrective actions are applying correct torque to a loose electrical connection, repairing damaged wiring, or installing a new window # 1. The service bulletins specify that the replacement window can either be a new or serviceable window that uses screws and lugs for the electrical connection, or a new window that uses pins and sockets for the electrical connections. For airplanes on which a new window that uses pins and sockets is installed, the service bulletins also specify changes to the

related wire bundle. The service bulletins specify that installing a new window that uses pins and sockets would eliminate the need for the repetitive inspections.

**FAA’s Determination and Requirements of This Proposed AD**

We are proposing this AD because we evaluated all relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the(se) same type design(s). This proposed AD would require accomplishing the actions specified in the service information described previously, except as discussed under “Difference Between the Proposed AD and the Service Information.”

**Difference Between the Proposed AD and the Service Information**

The service bulletins do not include inspection information for airplanes on which a screw is tightened as part of a corrective action. This proposed AD would specify doing the next detailed inspection within 500 flight hours after the tightening of the screw, and then repeating the inspection thereafter at intervals not to exceed 6,000 flight hours.

**Costs of Compliance**

We estimate that this proposed AD would affect 1,212 airplanes of U.S. registry. The following table provides the estimated costs for U.S. operators to comply with this proposed AD. The average labor rate is \$80 per work hour.

**ESTIMATED COSTS**

Action	Work hours	Parts	Cost per product	Fleet cost
Inspection .....	1	None	\$80, per inspection cycle .....	\$96,960, per inspection cycle.

**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.

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, 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:

**Boeing:** Docket No. FAA-2008-0274; Directorate Identifier 2008-NM-038-AD.

**Comments Due Date**

(a) We must receive comments by April 28, 2008.

**Affected ADs**

(b) None.

**Applicability**

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

**TABLE 1.—AIRPLANES AFFECTED BY THIS AD**

Boeing model—	As identified in Boeing Special Attention Service Bulletin—
757-200, -200CB, and -200PF series airplanes .....	757-30-0019, Revision 1, dated December 19, 2007.
757-300 series airplanes .....	757-30-0020, Revision 1, dated December 19, 2007.
767-200, -300, and -300F series airplanes .....	767-30-0039, dated December 5, 2007.
767-400ER series airplanes .....	767-30-0041, dated December 5, 2007.
777-200 and -300 series airplanes .....	777-30-0012, Revision 2, dated December 19, 2007.

**Unsafe Condition**

(d) This AD results from several reports of electrical arcs at the terminal blocks of the electrically heated flightdeck window #1. In more than one of the incidents, the arcs resulted in open flames. We are issuing this AD to prevent smoke and fire in the cockpit, which could lead to loss of visibility, and injuries to or incapacitation of the flightcrew.

**Compliance**

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

**Service Bulletin Reference**

(f) The term “service bulletin,” as used in this AD, means the Accomplishment Instructions of the applicable service bulletin listed in Table 1 of this AD.

**Inspection and Corrective Actions**

(g) Within 500 flight hours after the effective date of this AD, do a detailed

inspection for damage (including arcing, loose terminal, or heat damage) of the electrical terminal (J5 terminal) at the left and right flightdeck window #1, and do all applicable corrective actions, by accomplishing all the actions specified in Work Packages 1 and 2 of the applicable service bulletin. Do all applicable corrective actions before further flight. Except as provided by paragraph (h) of this AD, repeat the detailed inspection thereafter at intervals not to exceed 6,000 flight hours. Doing the replacement specified in paragraph (i) of this AD terminates the repetitive inspection requirements of this paragraph for the replaced flightdeck window #1.

(h) For airplanes on which a corrective action—either replacement with a new window #1 that uses screws and lugs for the electrical connections, or tightening a loose screw—is done in accordance with Work Package 1 or 2 of the service bulletin: Do the next detailed inspection within 500 flight hours after the corrective action, and repeat

the inspection thereafter at intervals not to exceed 6,000 flight hours. Doing the replacement specified in paragraph (i) of this AD terminates the repetitive inspection requirements of this paragraph for the replaced flightdeck window #1.

**Optional Terminating Action**

(i) Replacing a flightdeck window #1 that uses screws and lugs for the electrical connections with a flightdeck window that uses pins and sockets for the electrical connections in accordance with Work Packages 3 or 4 of the service bulletin ends the repetitive inspection requirements of this AD for that window #1.

**Actions Accomplished Previously**

(j) Actions done before the effective date of this AD in accordance with the applicable service bulletin specified in Table 2 of this AD are acceptable for compliance with the corresponding requirements of this AD.

**TABLE 2.—ACCEPTABLE SERVICE BULLETINS**

Boeing Special Attention Service Bulletin	Revision level	Date
757-30-0019 .....	Original .....	July 19, 2006.
757-30-0020 .....	Original .....	July 19, 2006.
777-30-0012 .....	Original .....	April 15, 2004.
777-30-0012 .....	1 .....	June 2, 2006.

**Alternative Methods of Compliance (AMOCs)**

(k)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, ATTN: Louis Natsiopolous, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6478; fax (425) 917-6590; has the authority to approve AMOCs for this AD, if requested using 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.

Issued in Renton, Washington, on March 5, 2008.

**Ali Bahrami,**

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

[FR Doc. E8-5011 Filed 3-12-08; 8:45 am]

**BILLING CODE 4910-13-P**

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

[Docket No. FAA-2008-0306; Directorate Identifier 2008-CE-014-AD]

RIN 2120-AA64

**Airworthiness Directives; Cessna Aircraft Company Model 525 Airplanes**

**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 certain Cessna Aircraft Company (Cessna) Model 525 airplanes. This proposed AD would require you to inspect for missing firewall sealant between the aft firewall assembly and seal assembly; and, if you find that firewall sealant is missing, seal with firewall sealant between the aft firewall assembly and seal assembly. This proposed AD results from a report that firewall sealant may not have been applied between the aft firewall assembly and seal assembly during manufacture of certain Model 525 airplanes. We are proposing this AD to detect and correct missing firewall sealant between the aft firewall assembly and seal assembly, which could result in failure of the fire extinguishing system to prevent the spread of fire through the firewall gap. This failure could lead to an uncontrolled fire.

**DATES:** We must receive comments on this proposed AD by May 12, 2008.

**ADDRESSES:** Use one of the following addresses to comment on this proposed AD:

- *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 proposed AD, contact Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517-5800; fax: (316) 942-9006.

**FOR FURTHER INFORMATION CONTACT:**

James Galstad, Aerospace Engineer, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4135; fax: (316) 946-4107.

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

We invite you to send any written relevant data, views, or arguments regarding this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include the docket number, "FAA-2008-0306; Directorate Identifier 2008-CE-014-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the proposed AD. We will consider all comments received by the closing date and may amend the proposed AD in light 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 concerning this proposed AD.

**Discussion**

We have received a report that firewall sealant may not have been applied between the aft firewall assembly and seal assembly during manufacture of Model 525 airplanes, serial numbers 525-0600 through 525-0662.

A nacelle fire may pass through the gap where the firewall sealant is missing. Although the fire detection system and fire extinguishing system remain operational, the effectiveness of the fire extinguishing system has not been shown to prevent the spread of fire through the firewall gap. The fire could

pass through the gap in the firewall or the effectiveness of the fire extinguishing system be defeated by the gap.

This condition, if not corrected, could result in an uncontrolled fire.

**Relevant Service Information**

We have reviewed Cessna Aircraft Company Citation Service Letter SL525-71-05, Revision 1, dated February 6, 2008. The service information describes procedures for:

- Inspecting for missing firewall sealant between the aft firewall assembly and seal assembly; and
- Sealing with firewall sealant between the aft firewall assembly and seal assembly.

**FAA's Determination and Requirements of the Proposed AD**

We are proposing this AD because we evaluated all information and determined the unsafe condition described previously is likely to exist or develop on other products of the same type design. This proposed AD would require you to inspect for missing firewall sealant between the aft firewall assembly and seal assembly; and, if you find that firewall sealant is missing, seal with firewall sealant between the aft firewall assembly and seal assembly.

**Differences Between This Proposed AD and the Service Information**

The service information requires compliance within 600 hours time-in-service (TIS) or 1 year after the date of receipt, whichever occurs first. Due to the severity of the safety issue (uncontrolled fire), this proposed AD has a compliance of within the next 60 hours TIS after the effective date of this AD or 60 days after the effective date of this AD, whichever occurs first. The requirements of this proposed AD, if adopted as a final rule, would take precedence over the provisions in the service information.

**Costs of Compliance**

We estimate that this proposed AD would affect 45 airplanes in the U.S. registry.

We estimate the following costs to do the proposed inspection: