

this proposed AD and placed it 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:

**Viking Air Limited:** Docket No. FAA-2008-0368; Directorate Identifier 2008-CE-007-AD.

#### Comments Due Date

(a) We must receive comments by April 30, 2008.

#### Affected ADs

(b) None.

#### Applicability

(c) This AD applies to Models DHC-6-1, DHC-6-100, DHC-6-200, and DHC-6-300 airplanes, all serial numbers, that are:

(1) Equipped with wing boxes, part numbers (P/Ns) C6W1002-1, C6W1002-3, WR6-1002-59, or WR6-1002-61, that incorporate a P/N C6WM1027-1 front spar adapter assembly with 10 or more years of service; and

(2) Certificated in any category.

#### Subject

(d) Air Transport Association of America (ATA) Code 57: Wings.

#### Reason

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

There have been reports of inter-rivet cracking on several wing front spar adapter assemblies (P/N C6WM1027-1) on the horizontal and vertical flanges. It was determined that the cracking was caused by stress corrosion in the short transverse grain initiated by local riveting induced stresses. This directive mandates modification and inspection of the wing front spar adapter fitting and replacement of cracked fittings.

#### Actions and Compliance

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

(1) Within the next 180 days after the effective date of this AD, install inspection holes in the left-hand (LH) and right-hand (RH) lower wing skins following Viking DHC-6 Twin Otter Service Bulletin Number V6/541, dated October 1, 2007.

(2) Before further flight after installing the inspection holes required in paragraph (f)(1)

of this AD, inspect the LH and RH front spar adapter assemblies for cracks. For wing box P/Ns C6W1002-1 and C6W1002-3, inspect following Viking DHC-6 Twin Otter Service Bulletin Number V6/540, dated October 1, 2007. For wing box P/Ns WR6-1002-59 and WR6-1002-61, inspect following R.W. Martin, Inc. Service Bulletin No. 00160/2, Revision A, dated November 15, 2007. Repetitively inspect all affected wing box P/Ns thereafter at intervals not to exceed 1,200 hours time-in-service or 12 months, whichever occurs first, until the replacement required in paragraph (f)(3) of this AD is done.

(3) Before further flight after doing any inspection required in paragraph (f)(2) of this AD where cracks are found, replace the cracked front spar adapter assembly with a front spar adapter assembly, P/N C6WM1027-3. Do the replacement following Viking DHC-6 Twin Otter Service Bulletin Number V6/542, dated October 1, 2007. This replacement terminates the repetitive inspections required in paragraph (f)(2) of this AD for the replaced front spar adapter assembly.

(4) As a terminating action for the repetitive inspections required in paragraph (f)(2) of this AD, at any time after the initial inspection required in paragraph (f)(2) of this AD, you may replace P/N C6WM1027-1 with P/N C6WM1027-3.

#### FAA AD Differences

**Note:** This AD differs from the MCAI and/or service information as follows: (1) MCAI Transport Canada AD No. CF-2007-31, dated December 17, 2007, requires incorporating task C57-10-18 of the DHC-6 Corrosion Prevention and Control Manual (CPCM), PSM 1-6-5, within 90 days after the effective date of this AD.

(2) We are not incorporating task C57-10-18 of the DHC-6 CPCM, PSM 1-6-5, into this AD because we are currently examining Transport Canada AD No. CF-94-12R1, dated April 13, 1999; and AD No. CF-99-11, dated May 28, 1999. Transport Canada issued these ADs to incorporate a Corrosion Prevention and Control Program that identifies specific areas that must be inspected to ensure the structural integrity of the DHC-6 fleet.

#### Other FAA AD Provisions

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

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, New York Aircraft Certification 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: Pong Lee, Aerospace Engineer, FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone: (516) 228-7324; fax: (516) 794-5531. 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-2007-31, dated December 17, 2007; Viking DHC-6 Twin Otter Service Bulletins No. V6/540, dated October 1, 2007; No. V6/541, dated October 1, 2007; and No. V6/542, dated October 1, 2007; and R.W. Martin, Inc. Service Bulletin No. 00160/2, Revision A, dated November 15, 2007, for related information.

Issued in Kansas City, Missouri, on March 8, 2008.

**David R. Showers,**

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

[FR Doc. E8-6469 Filed 3-28-08; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2008-0365; Directorate Identifier 2007-NM-274-AD]

RIN 2120-AA64

#### Airworthiness Directives; Dassault Model Mystere-Falcon 900 and Falcon 900EX Airplanes

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

This Airworthiness Directive (AD) is issued following the discovery of a potential chafing between the feeder bundle and the right side partition wall separating the cabin from the lavatory at frames 22/23. This chafing may damage the feeder bundle and cause a sustained smoke-generating short-circuit between the feeder and the partition

wall made of resistive composite material. Strong smoke and a difficult-to-localize short-circuit may result in a hazardous situation.

The unsafe condition is sustained smoke in the cabin, which may lead to reduced ability of the flightcrew to operate the airplane. 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 April 30, 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 W12-40, 1200 New Jersey Avenue, SE., Washington, DC, 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 Operations office 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 Operations 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:** Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1137; fax (425) 227-1149.

**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-2008-0365; Directorate Identifier 2007-NM-274-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 based on 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**

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA Airworthiness Directive 2006-0270, dated September 4, 2006 (referred to after this as "the MCAI"), to correct an unsafe condition for the specified products. The MCAI states:

This Airworthiness Directive (AD) is issued following the discovery of a potential chafing between the feeder bundle and the right side partition wall separating the cabin from the lavatory at frames 22/23. This chafing may damage the feeder bundle and cause a sustained smoke-generating short-circuit between the feeder and the partition wall made of resistive composite material. Strong smoke and a difficult-to-localize short-circuit may result in a hazardous situation.

The unsafe condition is sustained smoke in the cabin, which may lead to reduced ability of the flightcrew to operate the airplane. Corrective actions include inspecting for damage of the feeder cables, repairing any damaged feeder cable, installing a protective Teflon tube over the feeder cable bundle, and modifying the partition wall. You may obtain further information by examining the MCAI in the AD docket.

**Relevant Service Information**

Dassault has issued the service information described in the following table.

**DASSAULT SERVICE INFORMATION**

Airplane model	Service Bulletin	Revision level	Dated
Falcon 900EX .....	F900EX-241 .....	1	July 19, 2006.
Falcon 900EX .....	F900EX-251 .....	1	July 19, 2006.
Mystère-Falcon 900 .....	F900-358 .....	1	July 19, 2006.
Mystère-Falcon 900 .....	F900-359 .....	1	July 19, 2006.

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 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 the State of Design Authority, we have been notified of the unsafe condition described in the MCAI and service information referenced above. We are proposing this AD because we evaluated all pertinent

information and determined an 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 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**

Based on the service information, we estimate that this proposed AD would affect about 38 products of U.S. registry. We also estimate that it would take about 3 work-hours per product to comply with the basic requirements of this proposed AD. The average labor

rate is \$80 per work-hour. Required parts would cost about \$34 per product. Where the service information lists required parts costs that are covered under warranty, we have assumed that there will be no charge for these costs. As we do not control warranty coverage for affected parties, some parties may incur costs higher than estimated here. Based on these figures, we estimate the cost of the proposed AD on U.S. operators to be \$10,412, or \$274 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, 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:

**Dassault Aviation:** Docket No. FAA-2008-0365; Directorate Identifier 2007-NM-274-AD.

#### Comments Due Date

(a) We must receive comments by April 30, 2008.

#### Affected ADs

(b) None.

#### Applicability

(c) This AD applies to the Dassault airplanes described in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category.

(1) Model Mystère-Falcon 900 airplanes, serial numbers 188 through 202 inclusive, except those on which both Dassault Service Bulletins F900-358 and F900-359 have already been implemented, or Modification M3891 has already been implemented.

(2) Model Falcon 900EX airplanes, serial numbers 82 through 146 inclusive, except those on which both Dassault Service Bulletins F900EX-241 and F900EX-251 have already been implemented, or Modification M3891 has already been implemented.

#### Subject

(d) Air Transport Association (ATA) of America Code 24: Electrical Power.

#### Reason

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

This Airworthiness Directive (AD) is issued following the discovery of a potential chafing between the feeder bundle and the right side partition wall separating the cabin from the lavatory at frames 22/23. This chafing may damage the feeder bundle and cause a sustained smoke-generating short-circuit between the feeder and the partition wall made of resistive composite material. Strong smoke and a difficult-to-localize short-circuit may result in a hazardous situation.

The unsafe condition is sustained smoke in the cabin, which may lead to reduced ability of the flightcrew to operate the airplane. Corrective actions include inspecting for damage of the feeder cables, repairing any damaged feeder cable, installing a protective Teflon tube over the feeder cable bundle, and modifying the partition wall.

#### Actions and Compliance

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

(1) For Model Mystère-Falcon 900 airplanes: Do the actions specified in paragraphs (f)(1)(i) and (f)(1)(ii) of this AD.

(i) Within 330 flight hours or 7 months after the effective date of this AD, whichever occurs first, inspect for damage of the feeder cable bundle at the right side partition wall at frames 22/23, and, if no damage of any feeder cable is found, before further flight, install a protective Teflon tube over the feeder cable bundle; in accordance with the Accomplishment Instructions of Dassault Service Bulletin F900-358, Revision 1, dated July 19, 2006. If chafing or damage of any feeder cable is found, before further flight, repair the feeder cable in accordance with the Accomplishment Instructions of Dassault Service Bulletin F900-359, Revision 1, dated July 19, 2006; and install a protective Teflon tube over the feeder cable bundle in accordance with Dassault Service Bulletin F900-359, Revision 1, or Dassault Service Bulletin F900-358, Revision 1.

(ii) Within 3,750 flight cycles or 74 months after the effective date of this AD, whichever occurs first, modify the right side partition wall at frames 22/23; in accordance with the Accomplishment Instructions of Dassault Service Bulletin F900-359, Revision 1, dated July 19, 2006. Implementation of both Dassault Service Bulletin F900-358 and Dassault Service Bulletin F900-359, both Revision 1, both dated July 19, 2006, terminates the requirements of this AD for Model Mystère-Falcon 900 airplanes.

(2) For Model Falcon 900EX airplanes: Do the actions specified in paragraphs (f)(2)(i) and (f)(2)(ii) of this AD.

(i) Within 330 flight hours or 7 months after the effective date of this AD, whichever occurs first, inspect for damage of the feeder cable bundle at the right side partition wall at frames 22/23, and, if no such damage of any feeder cable is found, before further flight, install a protective Teflon tube over the feeder cable bundle; in accordance with the Accomplishment Instructions of Dassault Service Bulletin F900EX-241, Revision 1, dated July 19, 2006. If any damage of any feeder cable is found, before further flight, repair the feeder cable in accordance with the Accomplishment Instructions of Dassault Service Bulletin F900EX-251, Revision 1, dated July 19, 2006; and install a protective Teflon tube over the feeder cable bundle in accordance with Dassault Service Bulletin F900EX-251, Revision 1, or Dassault Service Bulletin F900EX-241, Revision 1.

(ii) Within 3,750 flight cycles or 74 months after the effective date of this AD, whichever occurs first, modify the right side partition wall at frames 22/23, in accordance with the Accomplishment Instructions of Dassault Service Bulletin F900EX-251, Revision 1, dated July 19, 2006. Implementation of both Dassault Service Bulletin F900EX-241 and Dassault Service Bulletin F900EX-251, both Revision 1, both dated July 19, 2006, terminates the requirements of this AD for Model Falcon 900EX airplanes.

**Actions Accomplished According to Previous Issue of Service Bulletin**

(g) Actions accomplished before the effective date of this AD, in accordance with

the service information described in Table 1 of this AD, are considered acceptable for compliance with the corresponding actions specified in this AD.

**TABLE 1.—PREVIOUS SERVICE INFORMATION**

Airplane model	Dassault Service Bulletin	Dated
Falcon 900EX .....	F900EX-241 .....	October 19, 2005.
Falcon 900EX .....	F900EX-251 .....	October 19, 2005.
Mystère-Falcon 900 .....	F900-358 .....	October 19, 2005.
Mystère-Falcon 900 .....	F900-359 .....	October 19, 2005.

**FAA AD Differences**

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

**Other FAA AD Provisions**

(h) 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: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1137; fax (425) 227-1149. 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, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

**Related Information**

(i) Refer to MCAI European Aviation Safety Agency (EASA) Airworthiness Directive 2006-0270, dated September 4, 2006, and the service bulletins described in Table 2 of this AD, for related information.

**TABLE 2.—DASSAULT SERVICE INFORMATION**

Service Bulletin	Revision level	Dated
F900EX-241 ...	1	July 19, 2006.
F900EX-251 ...	1	July 19, 2006.
F900-358 .....	1	July 19, 2006.
F900-359 .....	1	July 19, 2006.

Issued in Renton, Washington, on March 21, 2008.

**Dionne Palermo,**

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

[FR Doc. E8-6522 Filed 3-28-08; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

**[Docket No. FAA-2008-0364; Directorate Identifier 2006-NM-281-AD]**

**RIN 2120-AA64**

**Airworthiness Directives; Dassault Model Falcon 2000EX Airplanes and Model Falcon 900EX Airplanes**

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

During a flight test performed on an EASy aircraft, subsequently to an air data probe failure, the crew realized that the Flight path vectors and the Vertical speeds that were displayed on pilot's and co-pilot's PDU (primary display unit) were identically wrong.

A review of the EASy architecture reveals that \* \* \* One single ADS unflagged air data error may lead to the computation and display on both pilot's and co-pilot's display units of unnoticed and misleading flight information.

At take-off or during go-around this situation might considerably reduce flight safety.

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 April 30, 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 W12-40, 1200 New Jersey Avenue, SE., Washington, DC, 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 Operations office 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 Operations 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:** Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1137; fax (425) 227-1149.

**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