

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 an economic evaluation of the estimated costs to comply with this AD. See the AD docket to examine the economic evaluation.

#### 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.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Amendment

■ Accordingly, pursuant to 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. Section 39.13 is amended by removing Amendment 39-9729 (61 FR 45876, August 30, 1996), and by adding a new airworthiness directive (AD), to read as follows:

#### 96-18-05 R1 Bell Helicopter Textron

**Canada:** Amendment 39-16511. Docket No. FAA-2008-1242; Directorate Identifier 96-SW-13-AD. Revises AD 96-18-05, Amendment 39-9729.

**Applicability:** Model 206L, 206L-1, and 206L-3 helicopters, with tailboom, part number (P/N) 206-033-004-003, -011, -45, -045, or -103, installed, certificated in any category.

**Compliance:** Required as indicated.

To prevent failure of the tailboom and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight, unless accomplished previously, using a 10-power or higher magnifying glass, inspect the tailboom for cracks or corrosion in accordance with the Accomplishment Instructions, Part II, steps (1) through (7), of Bell Helicopter Textron Alert Service Bulletin No. 206L-87-47, Revision C, dated October 23, 1989 (ASB).

(b) For a tailboom that has *not* been modified in accordance with the Accomplishment Instructions, Part I of the ASB, using a 10-power or higher magnifying glass, inspect the tailboom for a crack at intervals not to exceed 50 hours time-in-service (TIS) in accordance with the Accomplishment Instructions, Part II, steps (1) through (7), of the ASB.

(c) For a tailboom that has been modified in accordance with the Accomplishment Instructions, Part I of the ASB, using a 10-power or higher magnifying glass, inspect the tailboom for a crack or corrosion at intervals not to exceed 100 hours TIS in accordance with the Accomplishment Instructions, Part II and Part III of the ASB, except you are not required to contact the manufacturer.

(d) If a crack or corrosion is detected that is beyond the repairable limits stated in the applicable maintenance manual, remove the tailboom and replace it with an airworthy tailboom.

(e) Replacing the tailboom with a tailboom, P/N 206-033-004-143 or -177, or an airworthy part-numbered tailboom that is not listed in the Applicability section of this AD, constitutes a terminating action for the requirements of this AD.

(f) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, FAA, ATTN: DOT/FAA Southwest Region, Sharon Miles, Aviation Safety Engineer, ASW-111, Rotorcraft Directorate, Regulations and Policy Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5122, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(g) Special flight permits will not be issued.

(h) You must use Bell Helicopter Textron Inc. Alert Service Bulletin 206L-87-47, Revision C, dated October 23, 1989, to do the actions required by this AD, unless the AD specifies otherwise.

(1) On September 16, 1996 (61 FR 45876, August 30, 1996), the Director of the Federal Register previously approved the incorporation by reference of Bell Helicopter Textron Inc. Alert Service Bulletin 206L-87-47, Revision C, dated October 23, 1989.

(2) For service information identified in this AD, contact Bell Helicopter Textron Canada, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4, telephone (450) 437-2862 or (800) 363-8023, fax (450) 433-0272, or at <http://www.bellcustomer.com/files/>.

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Office of the Regional

Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.

(4) You may also review copies of the service information incorporated by reference for this AD 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/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

(i) This amendment becomes effective on December 21, 2010.

Issued in Fort Worth, Texas, on October 26, 2010.

**Lance T. Gant,**

*Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 2010-28470 Filed 11-15-10; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2008-1328; Directorate Identifier 2008-CE-066-AD; Amendment 39-15776; AD 2008-26-10]

RIN 2120-AA64

**Airworthiness Directives; Cessna Aircraft Company (Cessna) 172, 175, 177, 180, 182, 185, 206, 207, 208, 210, 303, 336, and 337 Series Airplanes**

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

**ACTION:** Final rule; correction.

**SUMMARY:** The FAA is correcting an airworthiness directive (AD) that was published in the **Federal Register**. That AD applies to the products listed above. In the Information Heading and in the **SUMMARY** section of the published AD, we incorrectly included Cessna 188 series airplanes. In the Unsafe Condition section, we incorrectly designated that paragraph as (e) instead of (d). Also in the Compliance section, paragraph (f)(2), and in Figure 1, we incorrectly stated the mailing address for the report. We are issuing this document to help eliminate any confusion that this AD may have created in the Information Heading and in the **SUMMARY** and Unsafe Condition sections. This document corrects those errors. In all other respects, the original document remains the same.

**DATES:** This final rule is effective November 16, 2010. The effective date for AD 2008-26-10 remains January 5, 2009.

**ADDRESSES:** 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 address for the Docket Office (phone: 800-647-5527) is Document Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Ann Johnson, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: 316-946-4105; fax: 316-946-4107; e-mail address: [ann.johnson@faa.gov](mailto:ann.johnson@faa.gov).

**SUPPLEMENTARY INFORMATION:** Airworthiness Directive 2008-26-10, Amendment 39-15776 (73 FR 78939, December 24, 2008), currently requires inspecting the alternate static air source selector valve to assure that the part number identification placard does not obstruct the alternate static air source selector valve port. If the part number identification placard obstructs the port, this AD also requires removing the placard, assuring that the port is unobstructed, and reporting to the FAA if obstruction is found for certain Cessna 172, 175, 177, 180, 182, 185, 206, 207, 208, 210, 303, 336, and 337 series airplanes.

As published, the Information Heading and the Summary sections of the AD incorrectly included Cessna 188 series airplanes. The Unsafe Condition section is incorrectly designated as paragraph (e) instead of paragraph (d). Also, the mailing address for the report specified in the Compliance section, paragraph (f)(2), and in Figure 1 is incorrectly stated as 1804 instead of 1801.

No other part of the preamble or regulatory information has been changed; therefore, only the changed portion of the final rule is being published in the **Federal Register**.

The effective date of AD 2008-26-10 remains January 5, 2009.

#### Correction of Non-Regulatory Text

In the **Federal Register** of December 24, 2008, AD 2008-26-10; Amendment 39-15776 is corrected as follows:

On page 78939, in the second column, on line 10, under the heading DEPARTMENT OF TRANSPORTATION, remove 188 from affected series airplanes.

On page 78939, in the second column, on line 19, under the heading DEPARTMENT OF

TRANSPORTATION, in the **SUMMARY** section, remove 188 from affected series airplanes.

#### Correction of Regulatory Text

##### **§ 39.13 [Corrected]**

In the **Federal Register** of December 24, 2008, AD 2008-26-10; Amendment 39-15776 is corrected as follows:

On page 78942, in the first column, under the Unsafe Condition section, change paragraph (e) to (d).

On page 78943, in the second column, in paragraph (f)(2), on line 3, change 1804 to 1801.

On page 78943, in Figure 1, in the address for the Wichita Manufacturing Inspection District Office, change 1804 to 1801.

Issued in Kansas City, Missouri, on November 4, 2010.

**James E. Jackson,**

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

[FR Doc. 2010-28579 Filed 11-15-10; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA-2010-1126; Directorate Identifier 2010-SW-078-AD; Amendment 39-16515; AD 2010-18-52]**

**RIN 2120-AA64**

#### **Airworthiness Directives; MD Helicopters, Inc. Model MD900 Helicopters**

**AGENCY:** Federal Aviation Administration, DOT.

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

**SUMMARY:** This document publishes in the **Federal Register** an amendment adopting Emergency Airworthiness Directive (AD) 2010-18-52 which was sent previously to all known owners and operators of MD Helicopters, Inc. (MDHI) Model MD900 helicopters by individual letters. This AD requires visually inspecting the main rotor hub (hub) for a crack. If a crack is found, this AD requires, before further flight, replacing the unairworthy hub with an airworthy hub. Additionally, if a cracked hub is found, this AD requires reporting the finding to the Los Angeles Aircraft Certification Office within 10 days of finding the crack. This AD is prompted by two reports of cracks detected in the hub in the area near the flex beam bolt hole locations during maintenance on two MDHI Model

MD900 helicopters. The actions specified by this AD are intended to detect a crack in the hub and prevent failure of the hub and subsequent loss of control of the helicopter.

**DATES:** Effective December 1, 2010, to all persons except those persons to whom it was made immediately effective by Emergency AD 2010-18-52, issued on August 23, 2010, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before January 18, 2011.

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

You may get the service information identified in this AD from MD Helicopters, Inc., 4555 East McDowell Road, Mesa, Arizona 85215-9734, USA, telephone (480) 346-6300 or (800) 388-3378, fax (480) 346-6813, or at [serviceengineering@mdhelicopters.com](mailto:serviceengineering@mdhelicopters.com).

*Examining the Docket:* You may examine the docket that contains the AD, any comments, and other information 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 Docket Operations office (telephone (800) 647-5527) is located in Room W12-140 on the ground floor of the West Building at the street address stated in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** Roger Durbin, Aviation Safety Engineer, FAA, Los Angeles Aircraft Certification Office, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5233, fax (562) 627-5210.

**SUPPLEMENTARY INFORMATION:** On August 18, 2010, we issued Emergency AD 2010-18-51. That Emergency AD was prompted by two reports of cracks detected in the hub in the area near the flex beam bolt hole locations during