

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

(h) Refer to MCAI Brazilian Airworthiness Directive 2006-07-02, effective August 21, 2006, and EMBRAER Service Bulletin 145LEG-28-0016, Revision 01, dated June 27, 2005, for related information.

#### Material Incorporated by Reference

(i) You must use EMBRAER Service Bulletin 145LEG-28-0016, Revision 01, dated June 27, 2005, 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 Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 343—CEP 12.225, São Jose dos Campos—SP, Brazil.

(3) 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. E7-20222 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-2007-28663; Directorate Identifier 2006-NM-223-AD; Amendment 39-15221; AD 2007-21-03]

RIN 2120-AA64

#### Airworthiness Directives; Airbus Model A300-600 Series Airplanes; and Model A310 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for the products listed above. This 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:

\* \* \* \* \*

\* \* \* the FAA set-up in January 1999 an Ageing Transport Systems Rulemaking Advisory Committee (ATSRAC) to investigate the potential safety issues in aging aircraft as a result of wear and degradation in their operating systems.

Under this plan, all Holders of type Certificates aircraft are required to conduct a design review, to preclude the occurrence of potential unsafe conditions as the aircraft aged.

\* \* \* \* \*

The unsafe condition is degradation of the fuel system, which could result in loss of the airplane. We are issuing this AD to require actions to correct the unsafe condition on these products.

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

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

**ADDRESSES:** You may examine the AD docket on the Internet at <http://dms.dot.gov> or in person at the U.S. Department of Transportation, Docket Operations, M-30, West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Tom Stafford, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1622; fax (425) 227-1149.

## SUPPLEMENTARY INFORMATION:

### Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the **Federal Register** on July 10, 2007 (72 FR 37472). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

\* \* \* the FAA issued in July 1996 an Aging Non-structural Systems plan to address the White House Commission an Aviation Safety and Security (WHCSS) report.

To help fulfill the actions specified in this Aging Systems plan, the FAA set-up in January 1999 an Ageing Transport Systems Rulemaking Advisory Committee (ATSRAC) to investigate the potential safety issues in aging aircraft as a result of wear and degradation in their operating systems.

Under this plan, all Holders of type Certificates aircraft are required to conduct a design review, to preclude the occurrence of potential unsafe conditions as the aircraft aged.

Further to AIRBUS investigations on this subject, corrected measures intended to improve the design of A310 and A300-600 fleet against potential unsafe conditions as the aircraft aged, are rendered mandatory by this AD.

The unsafe condition is degradation of the fuel system, which could result in loss of the airplane. The corrective actions include:

- Modify emergency power electrical routing.
- Inspect certain wire routes and do necessary corrective action (repair chafed or burned wiring, damaged clamps, and introduce self-vulcanizing silicone tape for wrapping the cable bundle at each clamping position).
- Secure electrical routing.
- Relocate temperature sensors and modify wires.

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

### Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM or on the determination of the cost to the public.

### Conclusion

We reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed.

### 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 required different actions in this AD from those in the MCAI in order to follow our FAA policies. Any such differences are highlighted in a NOTE within the AD.

### Costs of Compliance

Based on the service information, we estimate that this AD affects about 193 products of U.S. registry. We estimate that it takes about 267 work hours per product to comply with this AD. The average labor rate is \$80 per work-hour. Required parts cost about \$17,637 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 this AD to be \$7,526,421, or \$38,997 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 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 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 regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD docket.

### 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 the NPRM, 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.

### 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 adding the following new AD:

**2007-21-03 Airbus:** Amendment 39-15221. Docket No. FAA-2007-28663; Directorate Identifier 2006-NM-223-AD.

#### Effective Date

(a) This airworthiness directive (AD) becomes effective November 20, 2007.

#### Affected ADs

(b) None.

#### Applicability

(c) This AD applies to Airbus Model A300-600 series airplanes; and Model A310 series airplanes; certificated in any category; all certified models, all serial numbers.

### Subjects

(d) Electrical Power, Hydraulic Power, and Pneumatic.

### Reason

(e) The mandatory continuing airworthiness information (MCAI) states: \* \* \* the FAA issued in July 1996 an Aging Non-structural Systems plan to address the White House Commission on Aviation Safety and Security (WHCASS) report.

To help fulfill the actions specified in this Aging Systems plan, the FAA set-up in January 1999 an Ageing Transport Systems Rulemaking Advisory Committee (ATSRAC) to investigate the potential safety issues in aging aircraft as a result of wear and degradation in their operating systems.

Under this plan, all Holders of type Certificates aircraft are required to conduct a design review, to preclude the occurrence of potential unsafe conditions as the aircraft aged.

Further to AIRBUS investigations on this subject, corrected measures intended to improve the design of A310 and A300-600 fleet against potential unsafe conditions as the aircraft aged, are rendered mandatory by this AD.

The unsafe condition is degradation of the fuel system, which could result in loss of the airplane. The corrective actions include: Modify emergency power electrical routing; inspect certain wire routes and do necessary corrective action (repair chafed or burned wiring, damaged clamps, and introduce self-vulcanizing silicone tape for wrapping the cable bundle at each clamping position); secure electrical routing; and relocate temperature sensors and modify wires.

### Actions and Compliance

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

(1) For Model A310 series airplanes, having received Airbus Modification 05911 and/or Airbus Modification 05910, or having received application of Airbus Service Bulletin A310-24-2014 or A310-24-2099 in service; and Model A300-600 series airplanes having received in production Airbus Modification 06213, or having received application of Airbus Service Bulletin A300-24-6008 (Airbus Modification 06214) in service; except airplanes on which Airbus Modification 10510 has been embodied in production or airplanes on which Airbus Service Bulletin A310-24-2056, dated June 8, 1993; Revision 1, dated November 28, 1994; or Revision 02, dated June 9, 2006; or Airbus Service Bulletin A300-24-6045, dated June 8, 1993; Revision 1, dated June 2, 1994; Revision 2, dated August 11, 1994; Revision 3, dated November 28, 1994; Revision 4, dated May 5, 1995; or Revision 05, dated June 9, 2006; has been embodied in service: Within 36 months after the effective date of this AD, modify the emergency power electrical routing under floor at pressure seal interface plates between FR (frame) 52 and FR53, in accordance with the instructions given in Airbus Service Bulletin A310-24-2056, Revision 02, dated June 9, 2006; or A300-24-6045, Revision 05, dated June 9, 2006; as applicable.

(2) For Model A310 series airplanes, manufacturing serial number (MSN) 0162 up to 0706 included, and Model A300–600 series airplanes, MSN 0252 up to 0794 included; except airplanes on which the one-time detailed visual inspection in accordance with Airbus Service Bulletin A310–24–2079, dated March 28, 2000; or Revision 01, dated April 27, 2006; or Airbus Service Bulletin A300–24–6069, dated March 28, 2000; or Revision 01, dated April 27, 2006; has been performed in service: Within 36 months after the effective date of this AD, perform a one-time detailed visual inspection of the electrical routes 1P and 2P between the rear panel 120VU (volt unit) and the circuit breaker panel 800VU located in the forward compartment and in case of finding, before further flight, repair chafed or burned wiring, damaged clamps and introduce self-vulcanizing silicone tape for wrapping the cable bundle of each clamping position, in

accordance with the instructions given in Airbus Service Bulletin A310–24–2079, Revision 01, dated April 27, 2006; or Airbus Service Bulletin A300–24–6069, Revision 01, dated April 27, 2006; as applicable.

(3) For Model A310 series airplanes, equipped with Eaton (formerly Vickers) electrical pumps, except airplanes on which Airbus Modification 10017 has been embodied in production or airplanes on which Airbus Service Bulletin A310–29–2036, dated August 10, 1992; Revision 1, dated December 16, 1992; Revision 2, dated September 20, 1993; or Revision 03, dated June 9, 2006; have been embodied in service: Within 36 months after the effective date of this AD, secure the electrical routing 1P, 2P, and the hydraulic line running to pump 11GE, in the hydraulic bay at FR54 by changing the routes and by adding a spacer and a clamp to prevent any chafing between them, in accordance with the instructions

given in Airbus Service Bulletin A310–29–2036, Revision 03, dated June 9, 2006.

(4) For Model A310 series airplanes, except airplanes on which Airbus Modification 06447 has been embodied in production or airplanes on which Airbus Service Bulletin A310–36–2010, Revision 2, dated September 26, 1989; or Revision 03, dated May 24, 2006; have been embodied in service: Within 36 months after the effective date of this AD, relocate the temperature sensors and modify the associated wires in accordance with the instructions of Airbus Service Bulletin A310–36–2010, Revision 03, dated May 24, 2006.

(5) Actions done before the effective date of this AD in accordance with any applicable service bulletin in Table 1 of this AD are acceptable for compliance with the corresponding provisions of paragraph (f) of this AD.

TABLE 1.—ACCEPTABLE EARLIER REVISIONS OF SERVICE BULLETINS

Airbus service bulletin	Revision level	Date
A300–24–6045 .....	Original .....	June 8, 1993.
	1 .....	June 2, 1994.
	2 .....	August 11, 1994.
	3 .....	November 28, 1994.
	4 .....	May 5, 1995.
A300–24–6069 .....	Original .....	March 28, 2000.
A310–24–2056 .....	Original .....	June 8, 1993.
	1 .....	November 28, 1994.
A310–24–2079 .....	Original .....	March 28, 2000.
A310–29–2036 .....	1 .....	December 16, 1992.
	2 .....	September 20, 1993.
A310–36–2010 .....	2 .....	September 26, 1989.

#### FAA AD Differences

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

#### Other FAA AD Provisions

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

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Branch, ANM–116, Transport Airplane Directorate, 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 Stafford,

Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington; telephone (425) 227–1622; 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

(h) Refer to MCAI EASA Airworthiness Directive 2006–0285R1, dated November 13, 2006, and the Airbus Service Bulletins in Table 2 of this AD for related information.

TABLE 2.—AIRBUS SERVICE BULLETINS

Service bulletin	Revision level	Date
A300–24–6045 .....	05	June 9, 2006.
A300–24–6069 .....	01	April 27, 2006.
A310–24–2056 .....	02	June 9, 2006.
A310–24–2079 .....	01	April 27, 2006.
A310–29–2036 .....	03	June 9, 2006.
A310–36–2010 .....	03	May 24, 2006.

#### Material Incorporated by Reference

(i) You must use the service information specified in Table 3 of this AD to do the

actions required by this AD, unless the AD specifies otherwise. Airbus Service Bulletin

A310–24–2014, Revision 7, dated January 17, 1990, contains the following effective pages:

Page number	Revision level shown on page	Date shown on page
1, 687-688, 858, 946, 1067-1068 .....	7	January 17, 1990.
2-2a, 8a-9, 11-16, 19-20, 671-686, 689-690, 692, 694, 696, 698-699, 701-704, 707-710, 714-715, 717-720, 724-729, 732-752, 754-834, 837-849, 851-852, 855-857, 859-860, 863-874, 877-882, 885-896, 903-928, 937-945, 947-980, 987-990, 993-994, 997-1004, 1007-1016, 1023-1024, 1027-1030, 1033-1058, 1061-1062, 1065-1066, 1069-1082, 1085-1086, 1089-1100, 1103-1112, 1115-1116, 1118-1119, 1122-1127, 1129-1131.	5	November 20, 1989.
3-7, 10, 17-18, 21, 23-92, 95-102, 109-117, 119-122, 124-127, 129-131, 134-135, 137-140, 142, 145-146, 149-151, 154-168, 172-174, 176-177a, 177f, 178-264, 266, 268, 270, 273-276, 279-282, 287-292, 294, 303-322, 325-327, 329-335, 337-358, 361-362, 365-374, 377-395, 397-408, 411-432, 435-436, 439-446, 451-454, 457-458, 467-472, 477-478, 487-494, 497-504, 511-514, 517-522, 525-528, 533-542, 551-560, 563-572, 577-580, 583-608, 611-612, 614-616.	2	September 22, 1986.
8, 103-104, 106-107, 133, 136, 141, 143-144, 152, 169-171, 175, 177c-177e, 265, 271-272, 277-278, 285-286, 293, 295-300, 323-324, 328, 359-360, 363-364, 409-410, 447-450, 461-464, 473-476, 495-496, 505-506, 547-550, 573-574, 609-610, 613, 617-659, 662, 664-670.	3	January 22, 1987.
22, 93-94a, 105, 108, 118, 123, 128, 132, 147-148, 153-153b, 177b, 177g-177k, 267, 269, 283-284, 301-302, 336-336b, 375-376, 396, 433-434, 437-438, 455-456, 459-460, 465-466, 479-486, 507-510, 515-516, 523-524, 529-532, 543-546, 561-562, 575-576, 581-582, 660-661, 663.	4	March 30, 1987.
691, 693, 695, 697, 700, 705-706, 711-713, 716, 721-723, 730-731, 753, 835-836, 850, 853-854, 861-862a, 875-876, 883-884, 897-902, 929-936, 981-986, 991-992, 995-996, 1005-1006, 1017-1022, 1025-1026, 1031-1032, 1059-1060, 1063-1064, 1083-1084, 1087-1088, 1101-1102, 1113-1114, 1117, 1120-1121, 1128.	6	March 28, 1989.

(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 Airbus, 1 Rond Point

Maurice Bellonte, 31707 Blagnac Cedex, France.

(3) 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>.

TABLE 3.—MATERIAL INCORPORATED BY REFERENCE

Airbus service bulletin	Revision level	Date
A300-24-6045 .....	05	June 9, 2006.
A300-24-6069 .....	01	April 27, 2006.
A310-24-2014 .....	7	January 17, 1990.
A310-24-2056 .....	02	June 9, 2006.
A310-24-2079 .....	01	April 27, 2006.
A310-24-2099, including Appendices A, B, and C .....	01	October 4, 2006.
A310-29-2036 .....	03	June 9, 2006.
A310-36-2010 .....	03	May 24, 2006.

Issued in Renton, Washington, on September 21, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-20027 Filed 10-15-07; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 30575; Amdt. No. 3240]

#### Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This rule amends Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of changes in the National Airspace System, such as the commissioning of new navigational facilities, adding of new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** This rule is effective October 16, 2007. The compliance date for each SIAP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the

regulations is approved by the Director of the Federal Register as of October 16, 2007.

**ADDRESSES:** Availability of matter incorporated by reference in the amendment is as follows:

*For Examination—*

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located;

3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,

4. 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>.