

2008–09–03 Agusta S.p.A.: Amendment 39–15483. Docket No. FAA–2008–0431; Directorate Identifier 2008–SW–08–AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective on May 13, 2008.

Applicability

(b) This AD applies to Model A109A, A109A II, and A109C helicopters, with grooved clamps, part number 4606AC, that attach the engine exhaust ducts, installed, certificated in any category.

Reason

(c) The mandatory continued airworthiness information (MCAI) states:

It has been reported, on an A109A helicopter, a case of failure of the grooved clamp fixing the engine exhaust duct, with the consequent loss of the duct.

The duct has hit the main and tail rotor producing the loss of the tail rotor and the emergency landing of the helicopter.

The fracture of the grooved clamp was due to excessive loads and corrosion around the attaching rivets.

Actions and Compliance

(d) Required as indicated, unless already done, do the following:

(1) Within the next 20 hours time-in-service (TIS), remove, clean, and using a 10X or higher magnifying glass, inspect the four grooved clamps that attach the engine exhaust ducts as shown in Figure 1 and by following Steps 3 through 4.2. of the Compliance Instructions of Agusta Bollettino Tecnico No. 109–123, dated November 16, 2006.

(2) If you find a crack or corrosion, before further flight, replace the unairworthy grooved clamp with an airworthy grooved clamp.

Differences Between the FAA AD and the MCAI

(e) This AD differs from the MCAI as follows:

(1) We refer to flight hours as hours TIS.
(2) We are requiring the initial inspection to be done within the next 20 hours TIS instead of using the date and operating time specified in the MCAI.

(3) We are not requiring a recurring inspection of the grooved clamps, but we intend to propose to mandate the 300 hour time-in-service or yearly recurring inspection of the grooved clamps through our non-emergency rulemaking procedures.

(f) Air Transport Association of America (ATA) Code 7800: Engine Exhaust.

Other FAA AD Provisions

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

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, Safety Management Group, Rotorcraft 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: Eric Haight, Aviation Safety Engineer, Regulations and Guidance Group, Fort Worth, Texas 76193–0111, telephone (817) 222–5204, fax (817) 222–5961.

(2) *Airworthy Product:* Use only FAA-approved corrective actions. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent) if the State of Design has an appropriate bilateral agreement with the United States. 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) EASA Mandatory Continuing Airworthiness Information (MCAI) AD No. 2007–0041, dated February 21, 2007, contains related information.

Material Incorporated by Reference

(i) The Director of the Federal Register approved the incorporation by reference of Agusta Bollettino Tecnico No. 109–123, dated November 16, 2006, under 5 U.S.C. 552(a) and 1 CFR part 51.

(1) For service information identified in this AD, contact Agusta, 21017 Cascina Costa di Samarate (VA) Italy, Via Giovanni Agusta 520, telephone 39 (0331) 229111, fax 39 (0331) 229605–222595.

(2) You may review copies of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 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 Fort Worth, Texas, on April 4, 2008.

Mark R. Schilling,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. E8–8640 Filed 4–25–08; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2008–0249; Directorate Identifier 2008–CE–012–AD; Amendment 39–15490; AD 2008–09–09]

RIN 2120–AA64

Airworthiness Directives; DORNIER LUFTFAHRT GmbH Models 228–200, 228–201, 228–202, and 228–212 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) issued 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 production testing of a batch of control cables, cracks inside the cable terminal were detected. Despite the specified strength at the date of delivery was achieved, it can not be excluded that the mechanical properties of the cable will degrade.

We are issuing this AD to require actions to correct the unsafe condition on these products.

DATES: This AD becomes effective June 2, 2008.

On June 2, 2008, the Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD.

ADDRESSES: You may examine the AD docket on the Internet at <http://www.regulations.gov> or in person at 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: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4146; fax: (816) 329–4090.

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 March 5, 2008 (73 FR 11841). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

During production testing of a batch of control cables, cracks inside the cable terminal were detected. Despite the specified strength at the date of delivery was achieved, it can not be excluded that the mechanical properties of the cable will degrade.

The MCAI requires replacing rudder control cables, part number (P/N) B–422420A00F delivered with European Aviation Safety Agency (EASA) Form One tracking number RS52074/05 after January 1, 2006 (also identified by production batch number 1141044, which is printed on the fork end next to the P/N), with FAA-approved serviceable rudder control cables. 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 FAA policies. Any such differences are highlighted in a NOTE within the AD.

Costs of Compliance

We estimate that this AD will affect about 17 products of U.S. registry. We also estimate that it will take about 15 work-hours per product to comply with the basic requirements of this AD. The average labor rate is \$80 per work-hour.

Based on these figures, we estimate the cost of this AD on U.S. operators to be \$20,400 or \$1,200 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 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://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 the NPRM, 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.

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:

2008-09-09 DORNIER LUFTFAHRT

GmbH: Amendment 39-15490; Docket No. FAA-2008-0249; Directorate Identifier 2008-CE-012-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective June 2, 2008.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Models 228-200, 228-201, 228-202, and 228-212, all serial numbers, that are:

- (1) Equipped with rudder control cables, part number (P/N) B-422420A00F delivered with European Aviation Safety Agency (EASA) Form One tracking number RS52074/05 after January 1, 2006 (also identified by production batch number 1141044, which is printed on the fork end next to the P/N); and
- (2) Certificated in any category.

Subject

(d) Air Transport Association of America (ATA) Code 27: Flight Controls.

Reason

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

During production testing of a batch of control cables, cracks inside the cable terminal were detected. Despite the specified strength at the date of delivery was achieved, it can not be excluded that the mechanical properties of the cable will degrade.

The MCAI AD requires replacing rudder control cables, P/N B-422420A00F delivered with EASA Form One tracking number RS52074/05 after January 1, 2006 (also identified by production batch number 1141044, which is printed on the fork end next to the P/N), with FAA-approved serviceable rudder control cables.

Actions and Compliance

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

(1) Replace the rudder control cables identified in paragraph (c)(1) of this AD with FAA-approved serviceable rudder control cables following RUAG Aerospace Defence Technology Dornier 228 Alert Service Bulletin No. ASB-228-269, dated March 23, 2007, at whichever of the following occurs first:

(i) Upon reaching 1,200 total hours time-in-service (TIS) on the rudder control cables identified in paragraph (c)(1) of this AD or within 30 days after June 2, 2008 (the effective date of this AD), whichever occurs later; or

(ii) Within the next 3 months after June 2, 2008 (the effective date of this AD).

(2) As of June 2, 2008 (the effective date of this AD), do not install any rudder control cables, P/N B-422420A00F delivered with EASA Form One tracking number RS52074/05 after January 1, 2006 (also identified by production batch number 1141044, which is printed on the fork end next to the P/N).

(3) Within 30 days after doing the replacement required in paragraph (f)(1) of this AD, return the removed rudder control cables and any held as spares to the manufacturer at the address on RUAG Aerospace Defence Technology Dornier 228 Alert Service Bulletin No. ASB-228-269, dated March 23, 2007.

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, Standards Staff, 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: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; 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 Luftfahrt-Bundesamt (LBA) AD No. D-2007-353, dated December 28, 2007, and RUAG Aerospace Defence Technology Dornier 228 Alert Service Bulletin No. ASB-228-269, dated March 23, 2007, for related information.

Material Incorporated by Reference

(i) You must use RUAG Aerospace Defence Technology Dornier 228 Alert Service Bulletin No. ASB-228-269, dated March 23, 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 RUAG Aerospace Services, Customer Support, P.O. Box 1253, 82231 Wessling, Germany.

(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 April 18, 2008.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-9055 Filed 4-25-08; 8:45 am]

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

[Docket No. FAA-2008-0476; Directorate Identifier 2008-CE-018-AD; Amendment 39-15491; AD 2008-09-10]

RIN 2120-AA64

Airworthiness Directives; Air Tractor, Inc. Models AT-300, AT-301, AT-302, AT-400, and AT-400A Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) to supersede AD 2003-06-01, which applies to all Air Tractor, Inc. (Air Tractor) Models AT-300, AT-301, AT-302, and AT-400A airplanes that have aluminum spar caps; certain Air Tractor Models AT-400 airplanes that have aluminum spar caps; and all Models AT-300 and AT-301 airplanes that have aluminum spar caps and are or have been converted to turbine power. AD 2003-06-01 requires replacing the wing spar lower caps at a specified safe life limit; allows extending the safe life limit on certain airplanes if a wing lower spar cap splice rework is done; allows a limited time of continued operation beyond the safe life limit provided parts are ordered, the replacement is scheduled, and repetitive inspections reveal no cracks; and requires a report of any cracks found during any inspection to the FAA. This AD results from a recent report of cracks found on a Model AT-301 airplane at hours below the modification time specified in AD 2003-06-01. Consequently, this AD retains the wing spar lower cap replacement and reporting requirements from AD 2003-06-01 and adds a repetitive eddy-current inspection. We are issuing this AD to detect and correct cracks in the wing centerline splice joint. If not detected and corrected, these cracks could result in the wing separating from the airplane during flight.

DATES: This AD becomes effective on May 8, 2008.

On May 8, 2008, the Director of the Federal Register approved the incorporation by reference of Snow Engineering Co. Service Letter #55, revised October 4, 2004, listed in this AD.

As of April 4, 2003, (68 FR 13221, March 19, 2003), the Director of the Federal Register approved the incorporation by reference of Snow Engineering Co. Service Letter #55, revised October 23, 2002, and Snow Engineering Co. Process Specification Number 197, revised June 4, 2002, listed in this AD.

We must receive any comments on this AD by June 27, 2008.

ADDRESSES: Use one of the following addresses to comment 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.

To get the service information identified in this AD, contact Air Tractor, Inc., P.O. Box 485, Olney, Texas 76374; telephone: (940) 564-5616; facsimile: (940) 564-5612.

To view the comments to this AD, go to <http://www.regulations.gov>. The docket number is FAA-2008-0476; Directorate Identifier 2008-CE-018-AD.

FOR FURTHER INFORMATION CONTACT: Rob Romero, Aerospace Engineer, FAA, Fort Worth Airplane Certification Office (ACO), 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5102; facsimile: (817) 222-5960; or Andrew McAnaul, Aerospace Engineer, FAA, Fort Worth ACO (c/o MIDO-43), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; telephone: (210) 308-3365; facsimile: (210) 308-3370.

SUPPLEMENTARY INFORMATION:**Discussion**

An incident on an Air Tractor Model AT-400A where the wing separated from the airplane caused us to issue AD 2002-13-02, Amendment 39-12789 (67 FR 44024, July 1, 2002). Investigation revealed that the right-hand lower spar cap failed due to fatigue at the 3/8-inch outboard bolt, which is located 6.5 inches outboard of the fuselage centerline.