

Done in Washington, DC, this 17th day of October 2008.

**Bruce Knight,**

*Under Secretary for Marketing and Regulatory Programs.*

[FR Doc. E8-25289 Filed 10-22-08; 8:45 am]

BILLING CODE 3410-34-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2008-0952; Directorate Identifier 98-ANE-49-AD]

RIN 2120-AA64

#### Airworthiness Directives; General Electric Company CF6-80A, CF6-80C2, and CF6-80E1 Series Turbofan Engines

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

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

**SUMMARY:** The FAA proposes to supersede an existing airworthiness directive (AD) for General Electric Company (GE) CF6-80A, CF6-80C2, and CF6-80E1 series turbofan engines. That AD currently requires revisions to the Airworthiness Limitations Section (ALS) of the manufacturer's Instructions for Continued Airworthiness (ICA) to include required inspection of selected critical life-limited parts at each piece-part exposure. This proposed AD would require revisions to the CF6-80A, CF6-80C2, and CF6-80E1 series engines ALS sections of the manufacturer's manuals and an air carrier's approved continuous airworthiness maintenance program to incorporate additional inspection requirements, and to update certain Engine Manual Inspection Task and Sub Task Number references. This proposed AD results from the need to require enhanced inspection of selected critical life-limited parts of CF6-80A, CF6-80C2, and CF6-80E1 series engines. We are proposing this AD to prevent critical life-limited rotating engine part failure, which could result in an uncontained engine failure and damage to the airplane.

**DATES:** We must receive any comments on this proposed AD by December 22, 2008.

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

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow

the instructions for sending your comments electronically.

- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.

- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* (202) 493-2251.

#### FOR FURTHER INFORMATION CONTACT:

Robert Green, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: [robert.green@faa.gov](mailto:robert.green@faa.gov); telephone (781) 238-7754; (781) 238-7199.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

We invite you to send any written relevant data, views, or arguments regarding this proposal. Send your comments to an address listed under **ADDRESSES**. Include "Docket No. FAA-2008-0952; Directorate Identifier 98-ANE-49-AD" in the subject line 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 with FAA personnel concerning this proposed AD. Using the search function of the Web site, anyone can find and read the comments in any of our dockets, including, if provided, the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

##### 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 the

same as the Mail address provided in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

##### Discussion

On April 3, 2002, we issued AD 2002-07-12, Amendment 39-12707 (67 FR 17279, April 10, 2002), to require revisions to the ALS of the manufacturer's ICA for GE CF6-80A, CF6-80C2, and CF6-80E1 series turbofan engines to include required enhanced inspection of selected critical life-limited parts at each piece-part exposure.

##### Additional Inspection Procedures

Since the issuance of that AD, an FAA study of in-service events involving uncontained failures of critical rotating engine parts has indicated the need for additional mandatory inspections. The mandatory inspections are needed to identify those critical rotating parts with conditions, which if allowed to continue in service, could result in uncontained engine failures. This proposal would require revisions to the CF6-80A, CF6-80C2, and CF6-80E1 series engines ALS sections of the manufacturer's manuals and an air carrier's approved continuous airworthiness maintenance program to incorporate additional inspection requirements.

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

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would supersede AD 2002-07-12 to add additional inspections for certain high-pressure turbine (HPT) components, and to update certain Engine Manual Inspection Task and or Sub Task Number references. These inspections would be required at each piece-part opportunity. For reference, this proposed AD carries forward the requirements from AD 2002-07-12. Also for reference, the parts added to the table in the compliance section of this AD are identified by an asterisk (\*) that precedes the part nomenclature. Also for reference, parts that have an Engine Manual Inspection Task and or Sub Task Number reference updated in the table in the compliance section of this AD, are identified by two asterisks (\*\*) that precede the part nomenclature.

##### Costs of Compliance

We estimate that this proposed AD would affect 315 CF6-80A series engines and 926 CF6-80C2 series engines installed on airplanes of U.S.

registry. We also estimate that it would take about 5 work-hours per CF6–80A series engine and about 2 work-hours per CF6–80C2 series engine to do the proposed additional inspections and that the average labor rate is \$80 per work-hour. The total cost of the new inspections per CF6–80A series engine would be about \$400. The total cost of the new inspections per CF6–80C2 series engine would be about \$160. We estimate that there will be about 42 shop visits per year for CF6–80A series engines, and about 128 shop visits per year for CF6–80C2 series engines that result in piece-part-exposure of the added affected components. Therefore, we estimate the total annual cost for the additional inspections to be \$37,280.

#### 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 have 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 that the proposed 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. Would 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. See the **ADDRESSES** section for a location to examine the regulatory evaluation.

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

Air transportation, Aircraft, Aviation safety, Safety.

#### The Proposed Amendment

Under the authority delegated to me by the Administrator, the Federal Aviation Administration 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 removing Amendment 39–12707 (67 FR 17279, April 10, 2002) and by adding a new airworthiness directive to read as follows:

**General Electric Company:** Docket No. FAA–2008–0952; Directorate Identifier 98–ANE–49–AD.

#### Comments Due Date

(a) The Federal Aviation Administration (FAA) must receive comments on this airworthiness directive (AD) action by December 22, 2008.

#### Affected ADs

(b) This AD supersedes AD 2002–07–12, Amendment 39–12707.

#### Applicability

(c) This AD applies to General Electric Company CF6–80A, CF6–80C2, and CF6–80E1 series turbofan engines. These engines are installed on, but not limited to, Airbus A300, A310, and A330 series, Boeing 747 and 767 series, and McDonnell Douglas MD–11 series airplanes.

#### Unsafe Condition

(d) This AD results from the need to require enhanced inspection of selected critical life-limited parts of CF6–80A, CF6–80C2, and CF6–80E1 series engines. We are issuing this AD to prevent critical life-limited rotating engine part failure, which could result in an uncontained engine failure and damage to the airplane.

#### Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

#### Inspections

(f) Within the next 180 days after the effective date of this AD, revise the Airworthiness Limitations Section (ALS) of the manufacturer's Instructions for Continued Airworthiness (ICA), and for air carrier operations revise the approved continuous airworthiness maintenance program, by adding the following: "MANDATORY INSPECTIONS"

(1) Perform inspections of the following parts at each piece-part opportunity in accordance with the instructions provided in the applicable manual provisions:

Part nomenclature	Part No. (P/N)	Inspect per engine manual inspection chapter
<b>For CF6–80A Engines</b>		
Disk, Fan Rotor, Stage 1 .....	All .....	72–21–03 Paragraph 3. Fluorescent-Penetrant Inspect, and 72–21–03 Paragraph 4. Eddy Current Inspect.
Fan Forward Shaft .....	All .....	72–21–05 Paragraph 2. Magnetic Particle Inspect.
Fan Mid Shaft .....	All .....	72–24–01 Paragraph 2. Magnetic Particle Inspect.
Disk, HPC Rotor, Stage One .....	All .....	72–31–04 Paragraph 3. Fluorescent-Penetrant Inspect.
** Disk, HPC Rotor, Stage Two .....	All .....	72–31–05 Paragraph 4. Fluorescent-Penetrant Inspect.
Spool, HPC Rotor, Stage 3–9 .....	All .....	72–31–06 Paragraph 3. Fluorescent-Penetrant Inspect.
Disk, HPC Rotor, Stage 10 .....	All .....	72–31–07 Paragraph 3. Fluorescent-Penetrant Inspect.
Spool, HPC Rotor, Stage 11–14 .....	All .....	72–31–08 Paragraph 3.A. Fluorescent-Penetrant Inspect.
Rotating CDP Seal .....	All .....	72–31–10 Paragraph 3. Fluorescent-Penetrant Inspect.
Disk Shaft, HPT Rotor Stage One ..	All .....	72–53–02 Paragraph 3. Fluorescent-Penetrant Inspect per 70–32–02, and 72–53–02 Paragraph 6.C. Disk Rim Bolt Hole Eddy Current Inspection, and 72–53–02 Paragraph 6.D. Disk Bore Eddy Current Inspection. 72–53–02 Paragraph 6.E. Disk Dovetail Slot Bottom Eddy Current Inspection.
* Disk Shaft, HPT Rotor Stage One	All .....	

Part nomenclature	Part No. (P/N)	Inspect per engine manual inspection chapter
* Disk Shaft, HPT Rotor, Stage One	P/Ns 2047M33G01 thru G10, and P/N 9362M58G11.	72-53-02 Paragraph 7. Disk Dovetail Slot Bottom Aft Corner Chamfers Eddy Current Inspection.
Disk, HPT Rotor, Stage Two .....	All .....	72-53-06 Paragraph 3. Fluorescent-Penetrant Inspection, and 72-53-06 Paragraph 6. Eddy Current Inspection of Rim Bolt Holes for Cracks, and 72-53-06 Paragraph 7. Disk Bore Eddy Current Inspection.
Disk, LPT Rotor Stage 1-4 .....	All .....	72-57-02 Paragraph 3. Fluorescent-Penetrant Inspection.
Shaft, LPT Rotor .....	All .....	72-57-03 Paragraph 3. Fluorescent-Penetrant Inspection, and 72-57-03 Paragraph 6. Eddy Current Inspection.

**For All CF6-80C2 Engines**

Disk, Fan Rotor, Stage 1 .....	All .....	Task 72-21-03-200-000-004 Fluorescent-Penetrant Inspection, and Task 72-21-03-200-000-008 Eddy Current Inspect Fan Rotor Disk Stage 1 Bore, Forward and Aft Hub Faces, and Bore Radii.
Shaft, Fan Forward .....	All .....	Task 72-21-05-200-000-001 Fluorescent Penetrant Inspection, and Task 72-21-05-200-000-005 Vent Hole Eddy Current Inspection.
Fan Mid Shaft .....	All .....	Task 72-24-01-200-000-003 Magnetic Particle Inspection.
HPCR Stage 1 Disk .....	All .....	Task 72-31-04-200-000-002 Fluorescent Penetrant Inspection.
HPCR Stage 2 Disk .....	All .....	Task 72-31-05-200-000-002 Fluorescent Penetrant Inspection.
HPCR Stage 3-9 Spool .....	All .....	Task 72-31-06-200-000-001 Fluorescent Penetrant Inspection.
HPCR Stage 10 Disk .....	All .....	Task 72-31-07-200-000-001 Fluorescent Penetrant Inspection.
HPCR Stage 11-14 Spool/Shaft .....	All .....	Task 72-31-08-200-000-002 Fluorescent Penetrant Inspection.
No. 4 Bearing Rotating (CDP) Air Seal.	All .....	Task 72-31-10-200-000-001 Fluorescent Penetrant Inspection or
HPCR Stage 10-14 Spool/Shaft .....	All .....	Task 72-31-10-200-000-A01 Fluorescent Penetrant Inspection.
**Disk/Shaft, HPT Rotor, Stage One.	All .....	Task 72-31-22-200-000-002 Fluorescent Penetrant Inspection.
		Task 72-53-02-200-000-001 (Inspection—Configuration 1), or Task 72-53-02-230-801 (Inspection—Configuration 2), Fluorescent-Penetrant Inspect, and
		Task 72-53-02-200-000-005 (Inspection—Configuration 1), or Task 72-53-02-250-802 (Inspection—Configuration 2), Disk Rim Bolt Hole Eddy Current Inspection, and
		Task 72-53-02-200-000-006 (Inspection—Configuration 1), or Task 72-53-02-250-803 (Inspection—Configuration 2), Disk Bore Area Eddy Current Inspection, and
		Task 72-53-02-200-000-007 (Inspection—Configuration 1), or Task 72-53-02-250-804 (Inspection—Configuration 2), Disk Dovetail Slot Bottom Eddy Current.
* Disk/Shaft, HPT Rotor, Stage One	P/N 1531M84G12 and P/Ns 2047M32G01 thru G07.	Task 72-53-02-250-801 (Inspection—Configuration 1), Disk Dovetail Slot Bottom Aft Corner Chamfers Eddy Current Inspection.
Disk, HPT Rotor, Stage Two .....	All .....	Task 72-53-06-200-000-002 Fluorescent-Penetrant Inspect, and Task 72-53-06-200-000-006 Disk Rim Bolt Hole Eddy Current Inspection, and
LPTR Stage 1-5 Disks .....	All .....	Task 72-53-06-200-000-007 Disk Bore Eddy Current Inspection.
LPTR Shaft .....	All .....	Task 72-57-02-200-000-001 Fluorescent-Penetrant Inspection.
		Task 72-57-03-200-000-002 Fluorescent-Penetrant Inspect, and Task 72-57-03-200-000-006 Eddy Current Inspection.

**For CF6-80C2 Engines configured with the R88DT Turbine (Models CF6-80C2B2F, 80C2B4F, 80C2B6F, 80C2B7F, 80C2B8F)**

Disk/Shaft, HPT Rotor, Stage One (R88DT, No Rim Bolt Holes).	All .....	Task 72-53-16-200-000-001 Fluorescent-Penetrant Inspect, and Task 72-53-16-200-000-005 Disk Bore Area Eddy Current Inspection.
Disk, HPT Rotor, Stage Two (R88DT, No Rim Bolt Holes).	All .....	Task 72-53-18-200-000-002 Fluorescent-Penetrant Inspect, and Task 72-53-18-200-000-005 Disk Bore Area Eddy Current Inspection.
Rotating Interstage Seal (R88DT) ..	All .....	Task 72-53-17-200-000-001 Fluorescent-Penetrant Inspect, and Task 72-53-17-200-000-005 Seal Bore Area Eddy Current.
Forward Outer Seal (R88DT) .....	All .....	Task 72-53-21-200-000-001 Fluorescent-Penetrant Inspect, and Task 72-53-21-200-000-004 Seal Bore Area Eddy Current.

**For CF6-80E1 Engines**

Disk, Fan Rotor, Stage One .....	All .....	Sub Task 72-21-03-230-051 Fluorescent-Penetrant Inspection, and Sub Task 72-21-03-250-051 or 72-21-03-250-052 Disk Bore Eddy Current Inspection.
Shaft, Fan .....	All .....	Sub Task 72-21-05-230-051 Fluorescent Penetrant Inspection, and Sub Task 72-21-05-250-051 Vent Hole Eddy Current Inspection.
Compressor Rotor, Stage 1 Disk ....	All .....	Sub Task 72-31-04-230-051 Fluorescent Penetrant Inspection.
Compressor Rotor, Stage 2 Disk ....	All .....	Sub Task 72-31-05-230-051 Fluorescent Penetrant Inspection.

Part nomenclature	Part No. (P/N)	Inspect per engine manual inspection chapter
Compressor Rotor, Stage 3–9 Spool.	All .....	Sub Task 72–31–06–230–051 Fluorescent Penetrant Inspection.
Compressor Rotor, Stage 10 Disk (Pre SB 72–0150).	All .....	Sub Task 72–31–07–230–051 Fluorescent Penetrant Inspection.
Compressor Rotor Spool/Shaft, Stage 11–14 (Pre SB 72–0150).	All .....	Sub Task 72–31–08–230–051 Fluorescent Penetrant Inspection.
Compressor Rotor Spool/Shaft, Stage 10–14 (SB 72–0150).	All .....	Sub Task 72–31–23–230–052 Fluorescent Penetrant Inspection.
Compressor Rotor No. 4 Bearing Rotating Air Seal (CDP Rotating Seal).	All .....	Sub Task 72–31–10–230–051 Fluorescent Penetrant Inspection.
HPT Disk/Shaft, Stage 1 .....	All .....	Sub Task 72–53–02–230–051 Fluorescent-Penetrant Inspection, and Sub Task 72–53–02–250–051 Eddy Current Inspection, Rim Bolt Holes, and Sub Task 72–53–02–250–054 Eddy Current Inspection, Disk Bore.
HPT Disk, Stage 2 .....	All .....	Sub Task 72–53–06–230–051 Fluorescent-Penetrant Inspection, and Sub Task 72–53–06–250–051 Eddy Current Inspection, Rim Bolt Holes, and Sub Task 72–53–06–250–054 Eddy Current Inspection, Disk Bore.
LPT Rotor Shaft .....	All .....	Sub Task 72–55–01–240–051 Magnetic Particle Inspect.
LPT Disks, Stages 1–5 .....	All .....	Sub Task 72–57–02–230–051 Fluorescent-Penetrant Inspect.
LPT Rotor Torque Cone .....	All .....	Sub Task 72–57–03–220–051 Fluorescent-Penetrant Inspect.

**For CF6–80E1 Engines configured with the R88DT Turbine**

Disk/Shaft, HPT Rotor, Stage 1 (R88DT, No Rim Bolt Holes).	All .....	Sub Task 72–53–16–230–052 Fluorescent-Penetrant Inspect, and Sub Task 72–53–16–250–051 Disk Bore Area Eddy Current Inspection.
Disk, HPT Rotor, Stage 2 (R88DT, No Rim Bolt Holes).	All .....	Sub Task 72–53–18–230–051 Fluorescent-Penetrant Inspect, and Sub Task 72–53–18–250–051 Disk Bore Area Eddy Current Inspection.
**HPT Rotor Rotating Interstage Seal (R88DT).	All .....	Sub Task 72–53–17–230–056 Fluorescent-Penetrant Inspect, and Sub Task 72–53–17–250–051 Seal Bore Area Eddy Current.
HPT Rotor Forward Outer Seal (R88DT).	All .....	Sub Task 72–53–21–230–051 Fluorescent-Penetrant Inspect, and Sub Task 72–53–21–250–051 Seal Bore Area Eddy Current.

(2) For the purposes of these mandatory inspections, piece-part opportunity means:

(i) The part is considered completely disassembled when accomplished in accordance with the disassembly instructions in the manufacturer's engine manual; and

(ii) The part has accumulated more than 100 cycles-in-service since the last piece-part opportunity inspection, provided that the part was not damaged or related to the cause for its removal from the engine.

(g) The parts added to the table of this AD are identified by an asterisk (\*) that precedes the part nomenclature. Also, parts that have an Engine Manual Inspection Task and/or Sub Task Number reference updated in the table of this AD, are identified by two asterisks (\*\*) that precede the part nomenclature.

(h) Except as provided in paragraph (i) of this AD, and notwithstanding contrary provisions in section 43.16 of the Federal Aviation Regulations (14 CFR 43.16), these mandatory inspections shall be performed only in accordance with the ALS of the manufacturer's ICA.

**Alternative Methods of Compliance (AMOC)**

(i) You must perform these mandatory inspections using the ALS of the ICA and the applicable Engine Manual unless you receive approval to use an AMOC under paragraph

(j) of this AD. Section 43.16 of the Federal Aviation Regulations (14 CFR 43.16) may not be used to approve alternative methods of compliance or adjustments to the times in which these inspections must be performed.

(j) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

**Maintaining Records of the Mandatory Inspections**

(k) You have met the requirements of this AD when you revise the ALS of the manufacturer's ICA as specified in paragraph (f) of this AD. For air carriers operating under part 121 of the Federal Aviation Regulations (14 CFR part 121), you have met the requirements of this AD when you modify your continuous airworthiness maintenance plan to reflect those changes. You do not need to record each piece-part inspection as compliance to this AD, but you must maintain records of those inspections according to the regulations governing your operation. For air carriers operating under part 121, you may use either the system established to comply with section 121.369 or an alternative accepted by your principal maintenance inspector if that alternative:

(1) Includes a method for preserving and retrieving the records of the inspections resulting from this AD; and

(2) Meets the requirements of section 121.369(c); and

(3) Maintains the records either indefinitely or until the work is repeated.

(l) These recordkeeping requirements apply only to the records used to document the mandatory inspections required as a result of revising the ALS of the manufacturer's ICA as specified in paragraph (f) of this AD. These recordkeeping requirements do not alter or amend the recordkeeping requirements for any other AD or regulatory requirement.

**Related Information**

(m) Contact Robert Green, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: [robert.green@faa.gov](mailto:robert.green@faa.gov); telephone (781) 238–7754; fax (781) 238–7199, for more information about this AD.

Issued in Burlington, Massachusetts, on October 16, 2008.

Peter A. White,

*Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. E8-25278 Filed 10-22-08; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2008-1115; Directorate Identifier 2008-NM-134-AD]

RIN 2120-AA64

#### **Airworthiness Directives; Bombardier Model CL-600-2C10 (Regional Jet Series 700, 701 & 702) Airplanes and Model CL-600-2D24 (Regional Jet Series 900) 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:

Bombardier Aerospace has completed a system safety review of the CL-600-2C10/CL-600-SD24 aircraft fuel system against the new fuel tank safety standards. \* \* \*

The assessment showed that a single failure due to chafing of fuel system wiring with high power wiring at the centre fuel tank front spar could result in overheating of the fuel boost pump. The assessment also showed that chafing of the high power wiring with the centre fuel tank front spar structures could result in overheating of the fuel tank wall. Overheating of the fuel tank wall could lead to hot surface ignition resulting in a fuel tank explosion.

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 November 24, 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, 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:**

Rocco Viselli, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228-7331; fax (516) 794-5531.

#### **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-2008-1115; Directorate Identifier 2008-NM-134-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**

Transport Canada Civil Aviation (TCCA), which is the aviation authority for Canada, has issued Canadian Airworthiness Directive CF-2008-24, dated July 3, 2008 (referred to after this as "the MCAI"), to correct an unsafe condition for the specified products. The MCAI states:

Bombardier Aerospace has completed a system safety review of the CL-600-2C10/

CL-600-2D24 aircraft fuel system against the new fuel tank safety standards, introduced in Chapter 525 of the Airworthiness Manual through Notice of Proposed Amendment (NPA) 2002-043. The identified non-compliances were assessed using Transport Canada Policy Letter No. 525-001 to determine if mandatory corrective action was required.

The assessment showed that a single failure due to chafing of fuel system wiring with high power wiring at the centre fuel tank front spar could result in overheating of the fuel boost pump. The assessment also showed that chafing of the high power wiring with the centre fuel tank front spar structures could result in overheating of the fuel tank wall. Overheating of the fuel tank wall could lead to hot surface ignition resulting in a fuel tank explosion.

To correct the unsafe condition, this directive mandates separation of the high power wiring from the fuel system wiring at the centre fuel tank front spar area and the installation of additional clamping and support for the high power wiring [i.e., modifying the routing and support of electrical wires in the centre fuel tank front spar area].

Required actions also include an inspection to determine if pins have a minimum of one thread above the nuts, and a visual inspection for damage of the sealant. Corrective actions include replacing pins and nuts and applying sealant. You may obtain further information by examining the MCAI in the AD docket.

The FAA has examined the underlying safety issues involved in fuel tank explosions on several large transport airplanes, including the adequacy of existing regulations, the service history of airplanes subject to those regulations, and existing maintenance practices for fuel tank systems. As a result of those findings, we issued a regulation titled "Transport Airplane Fuel Tank System Design Review, Flammability Reduction and Maintenance and Inspection Requirements" (66 FR 23086, May 7, 2001). In addition to new airworthiness standards for transport airplanes and new maintenance requirements, this rule included Special Federal Aviation Regulation No. 88 ("SFAR 88," Amendment 21-78, and subsequent Amendments 21-82 and 21-83).

Among other actions, SFAR 88 requires certain type design (i.e., type certificate (TC) and supplemental type certificate (STC)) holders to substantiate that their fuel tank systems can prevent ignition sources in the fuel tanks. This requirement applies to type design holders for large turbine-powered transport airplanes and for subsequent modifications to those airplanes. It requires them to perform design reviews and to develop design changes and