

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 adding a new airworthiness directive to read as follows:

2010-05-51 Eurocopter France:

Amendment 39-16265. Docket No. FAA-2010-0410; Directorate Identifier 2010-SW-024-AD.

Applicability

Model EC120B helicopters, with a main rotor head with a rotor hub, part number (P/N) C622A1002103, C622A1002104, or C622A1002105, installed, certificated in any category.

Compliance

Required as indicated.

To prevent failure of a main rotor hub, excessive vibrations, loss of a main rotor blade, and subsequent loss of control of the helicopter, do the following:

(a) Within 15 hours time-in-service (TIS), unless done previously, and thereafter at intervals not to exceed 15 hours TIS, inspect the rotor hub for a crack in the areas depicted in Figures 1 and 2, areas "A1" and "A2," of Eurocopter Emergency Alert Service Bulletin No. 05A012, Revision 1, dated February 19, 2010 (EASB). If the identification plate "b" depicted in Figure 2 of the EASB is in the inspection areas "A1" or "A2," remove the plate and clean the area where the identification plate information will be marked "B," by following the Accomplishment Instructions, paragraph 2.B.2.a., of the EASB.

(1) If you find scoring, paint flaking, or left-over identification plate adhesive, sand the area using No. 600-grit (fine grit) abrasive paper until the primer coat becomes visible and inspect the rotor hub for a crack.

(2) If you find a crack, before further flight, replace the rotor hub with an airworthy rotor hub.

(b) 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, ATTN: DOT/FAA Southwest Region, Gary Roach, ASW-111, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Guidance Group, 2601 Meacham Blvd, Fort Worth, Texas 76137, telephone (817) 222-5130, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(c) Special flight permits will not be issued.

(d) The Joint Aircraft System/Component (JASC) Code is 6220: Main Rotor Head.

(e) The inspections shall be done by following the specified portions of Eurocopter Emergency Alert Service Bulletin No. 05A012, Revision 1, dated February 19, 2010. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, TX 75053-4005, telephone (800) 232-0323, fax (972) 641-3710, or at <http://www.eurocopter.com>. Copies may be inspected 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/code_of_federal_regulations/ibr_locations.html.

(f) This amendment becomes effective on May 14, 2010, to all persons except those persons to whom it was made immediately effective by EAD 2010-05-51, issued February 24, 2010, which contained the requirements of this amendment.

Note: The subject of this AD is addressed in European Aviation Safety Agency AD No. 2010-0026-E, dated February 19, 2010.

Issued in Fort Worth, Texas, on April 12, 2010.

Mark R. Schilling,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2010-9007 Filed 4-28-10; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2010-0124 Directorate Identifier 2010-CE-002-AD; Amendment 39-16274; AD 2010-09-09]

RIN 2120-AA64

Airworthiness Directives; Piaggio Aero Industries S.p.A. Model PIAGGIO P-180 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:

A failure of fuel pump sealing, due to possible incorrect maintenance procedures and subsequent testing, caused a fuel leakage into the main landing gear bay. Presence of fuel vapours in that zone creates a risk of fire due to presence of potential ignition sources such as electrical equipment and connectors.

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

DATES: This AD becomes effective June 3, 2010.

On June 3, 2010, 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: Sarjapur Nagarajan, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4145; 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 February 19, 2010 (75 FR 7409). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

A failure of fuel pump sealing, due to possible incorrect maintenance procedures and subsequent testing, caused a fuel leakage into the main landing gear bay. Presence of fuel vapours in that zone creates a risk of fire due to presence of potential ignition sources such as electrical equipment and connectors.

As a consequence, this new Airworthiness Directive (AD) requires a functional check of main and stand-by fuel pumps for absence of leakage and an update of the Aircraft Maintenance Manual (AMM).

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 63 products of U.S. registry. We also estimate that it will take about 2 work-hours per product to comply with the basic requirements of this AD. The average labor rate is \$85 per work-hour. Required parts will cost about \$10 per product.

Based on these figures, we estimate the cost of this AD to the U.S. operators to be \$11,340 or \$180 per product.

In addition, we estimate that any necessary follow-on actions would take about 40 work-hours and require parts costing \$7,349, for a total cost of \$10,749 per product. We have no way of determining the number of products that may need these actions.

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:

2010-09-09 Piaggio Aero Industries

S.p.A.: Amendment 39-16274; Docket No. FAA-2010-0124; Directorate Identifier 2010-CE-002-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective June 3, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model PIAGGIO P-180 airplanes, all serial numbers up to and including serial number 1192, certificated in any category.

Subject

(d) Air Transport Association of America (ATA) Code 28: Fuel.

Reason

(e) The mandatory continuing airworthiness information (MCAI) states: A failure of fuel pump sealing, due to possible incorrect maintenance procedures and subsequent testing, caused a fuel leakage into the main landing gear bay. Presence of fuel vapours in that zone creates a risk of fire due to presence of potential ignition sources such as electrical equipment and connectors.

As a consequence, this new Airworthiness Directive (AD) requires a functional check of main and stand-by fuel pumps for absence of leakage and an update of the Aircraft Maintenance Manual (AMM).

Actions and Compliance

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

(1) For all airplanes, within 30 days after June 3, 2010 (the effective date of this AD), incorporate PIAGGIO P.180 AVANTI Maintenance Manual Temporary Revisions No. 33 and 34, both dated July 7, 2009; or PIAGGIO P.180 AVANTI II Maintenance Manual Temporary Revisions No. 31 and 41, both dated July 7, 2009, as applicable, in the approved operator's airplane maintenance program, e.g., aircraft maintenance manual (AMM).

(2) For all airplanes equipped with any main or standby fuel pump part number

1C12-43 that has been replaced for any reason on or before doing the action in paragraph (f)(1) of this AD, within 150 hours time-in-service after June 3, 2010 (the effective date of this AD) do a functional inspection of the main and standby fuel pumps for leakage following steps 1 through 14 of the Accomplishment Instructions of PIAGGIO AERO INDUSTRIES S.p.A Service Bulletin (Mandatory) N.: 80-0278, dated July 15, 2009.

(3) If any leakage is found during the inspection required in paragraph (f)(2) of this AD, before further flight, replace the fuel pump with a serviceable unit following the Accomplishment Instructions in PIAGGIO AERO INDUSTRIES S.p.A Service Bulletin (Mandatory) N.: 80-0278, dated July 15, 2009. For the purpose of this AD, a serviceable fuel pump is a pump where no leakage is found during the functional inspection as instructed in the Accomplishment Instructions of PIAGGIO AERO INDUSTRIES S.p.A Service Bulletin (Mandatory) N.: 80-0278, dated July 15, 2009.

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 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: Sarjapur Nagarajan, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4145; 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 EASA AD No.: 2009-0228, dated October 26, 2009; and PIAGGIO AERO INDUSTRIES S.p.A Service Bulletin (Mandatory) N.: 80-0278, dated July 15, 2009, for related information.

Material Incorporated by Reference

(i) You must use PIAGGIO AERO INDUSTRIES S.p.A Service Bulletin (Mandatory) N.: 80-0278, dated July 15, 2009; PIAGGIO P.180 AVANTI Maintenance Manual Temporary Revisions No. 33 and 34, both dated July 7, 2009; and PIAGGIO P.180 AVANTI II Maintenance Manual Temporary Revisions No. 31 and 41, both dated July 7, 2009, 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 Piaggio Aero Industries S.p.a., Via Cibrario, 4-16154 Genoa, Italy; fax: +39 010 6481 881; Internet: <http://www.piaggioaero.com>.

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

(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.

Issued in Kansas City, Missouri, on April 19, 2010.

John R. Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010-9609 Filed 4-28-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2010-0381; Directorate Identifier 2009-NM-146-AD; Amendment 39-16268; AD 2010-09-03]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Model 747-200B Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain Model 747-200B series airplanes. This AD requires repetitive inspections for cracking of the fuselage skin lap joints at stringer 6 on the left and right sides from station (STA) 340 to STA 400, a one-time general visual inspection to

determine if certain fasteners are installed and to determine if service repair manual (SRM) repairs or repair doublers are installed, and corrective actions if necessary. Doing an optional modification of the stringer 6 lap joints terminates the repetitive inspections for the modified area. This AD results from reviews done by Boeing, which show that airplanes that were modified by Boeing to the stretched upper deck (SUD) configuration require inspection for cracking of the stringer 6 lap joint upper-fastener row earlier than previously expected. We are issuing this AD to detect and correct cracking of the stringer 6 lap joints where certain external doublers were not installed, which could result in rapid decompression and loss of structural integrity of the airplane.

DATES: This AD is effective May 14, 2010.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of May 14, 2010.

We must receive comments on this AD by June 28, 2010.

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 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H-65, Seattle, Washington 98124-2207; telephone 206-544-5000, extension 1; fax 206-766-5680; e-mail me.boecom@boeing.com; Internet <https://www.myboeingfleet.com>.

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 this AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (telephone 800-647-