The MCAI requires you to rework the tail rotor driveshaft hanger bearing bracket.

Actions and Compliance

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

(1) Applicable to SNs 56001 through 56075, and 56076: Within 30 days after the effective date of this AD, inspect both sides of the hanger bracket, P/N 427–044–223–101, for cracks following Bell Helicopter Alert Service Bulletin No. 427–09–29, REV A, dated November 17, 2009.

(ii) If cracks are found during the inspection required by paragraph (f)(1) of this AD, before further flight rework both sides of the hanger bracket, P/N 427–044–223–101, following Bell Helicopter Alert Service Bulletin No. 427–09–29, REV A, dated November 17, 2009.

(ii) If cracks are found during the inspection required by paragraph (f)(1) of this AD, before further flight replace the hanger bracket, P/N 427–044–223–101, with a new hanger bracket, P/N 427–044–223–101, that has been reworked following Bell Helicopter Alert Service Bulletin No. 427–09–29, REV A, dated November 17, 2009.

(2) Applicable to all SNs: As of the effective date of this AD, you may not install replacement tail rotor driveshaft hanger bracket, P/N 427–044–223–101, unless the bracket has been inspected and found free of cracks and has been reworked following Bell Helicopter Alert Service Bulletin No. 427–09–29, REV A, dated November 17, 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: Sharon Miles, Aerospace Engineer, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone: (817) 222–5122; fax: (817) 222–5961. 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) Airworthiness 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.

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 2120–0036.

Related Information


Issued in Fort Worth, Texas, on August 19, 2010.

Mark R. Schilling,
Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2010–21582 Filed 8–27–10; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Bell Helicopter Textron Canada Limited Models 206A, 206B, 206L, 206L–1, 206L–3, and 206L–4 Helicopters

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

It has been determined that new tail rotor disc: assembly Part Number (P/N) 101584–1 or –2, sold through Bell Helicopter Spares beginning March 2009, as an alternate to P/N 32721–1, does not conform to the approved configuration. Operating a helicopter with disc assembly P/N 101584–1 or –2 installed may result in loss of control of the helicopter.

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 October 14, 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.

Examine 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 proposed AD, 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.

For further information contact:

Sharon Miles, Aerospace Engineer, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone: (817) 222–5122; fax: (817) 222–5961.

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–2010–0865; Directorate Identifier 2010–SW–061–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 because 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 we receive about this proposed AD.

Discussion

Transport Canada, which is the aviation authority for Canada, has issued AD No. CF–2010–07, dated February 24, 2010 (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

It has been determined that new tail rotor disc: assembly Part Number (P/N) 101584–1 or –2, sold through Bell Helicopter Spares
beginning March 2009, as an alternate to P/N 32721–1, does not conform to the approved configuration. Operating a helicopter with disk assembly P/N 101584–1 or –2 installed may result in loss of control of the helicopter.

This directive mandates the removal from service the tail rotor disk assembly P/N 101584–1 and –2.

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

Relevant Service Information


FAA's Determination and Requirements of the Proposed AD

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with this State of Design Authority, they have notified us of the unsafe condition described in the MCAI and service information referenced above. We are proposing this AD because we evaluated all information and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

Differences Between This Proposed 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 proposed 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 proposed AD.

Costs of Compliance

We estimate that this proposed AD will affect 2,847 products of U.S. registry. We also estimate that it would take about 1 work-hour per product to comply with the basic requirements of this proposed AD. The average labor rate is $85 per work-hour. Required parts would cost about $200 per product.

Based on these figures, we estimate the cost of the proposed AD on U.S. operators to be $982,215 or $345 per product.

Authority for This Rulemaking


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 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 this proposed regulation:

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 proposed AD and placed it in the AD docket.

List of Subjects in 14 CFR Part 39

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

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA 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 adding the following new AD:


Comments Due Date

(a) We must receive comments by October 14, 2010.

AFFECTED ADs

(b) None.

Applicability

(c) This AD applies to the following model and serial number airplanes, certificated in any category:

<table>
<thead>
<tr>
<th>Model</th>
<th>Serial No. (S/N)</th>
</tr>
</thead>
<tbody>
<tr>
<td>206A</td>
<td>004 through 660 and 672 through 715.</td>
</tr>
<tr>
<td>206B</td>
<td>All S/Ns including those converted from Model 206A.</td>
</tr>
<tr>
<td>206L</td>
<td>45004 through 45153 and 46601 through 46617.</td>
</tr>
<tr>
<td>206L–1</td>
<td>45154 through 45790.</td>
</tr>
<tr>
<td>206L–3</td>
<td>51001 through 51612.</td>
</tr>
<tr>
<td>206L–4</td>
<td>All S/Ns.</td>
</tr>
</tbody>
</table>

Subject

(d) Air Transport Association of America (ATA) Code 65: Tail Rotor Drive.

Reason

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

It has been determined that new tail rotor disc assembly Part Number (P/N) 101584–1 or –2, sold through Bell Helicopter Spares beginning March 2009, as an alternate to P/N 32721–1, does not conform to the approved configuration. Operating a helicopter with disk assembly P/N 101584–1 or –2 installed may result in loss of control of the helicopter.

This directive mandates the removal from service tail rotor disc assembly P/N 101584–1 and –2.

Actions and Compliance

(f) Unless already done, do the following actions following Bell Helicopter Alert Service Bulletin No. 206–09–123, REV A, dated June 10, 2009; and Bell Helicopter Alert Service Bulletin No. 206L–09–157, REV A, dated June 10, 2009, as applicable.

1. Check the helicopter maintenance records to determine if a disc assembly, part number (P/N) 101584–1 or –2, is installed. Do this check within the next 30 days after the effective date of this AD or within the next 100 hours time-in-service (TIS) after the effective date of this AD, whichever occurs first.

2. If, during the maintenance records check required in paragraph (f)(1) of this AD,
you cannot positively determine that a 
P/N 101584–1 or –2 disc assembly is not 
installed, within the next 30 days after 
the effective date of this AD or within the next 
100 hours TIS after the effective date of this 
AD, whichever occurs first, inspect the tail 
rotor driveshaft system to determine if 
P/N 101584–1 or –2 is installed. 

(3) If, during the maintenance records 
check required in paragraph (f)(1) of this AD 
or during the inspection required in 
paragraph (f)(2) of this AD, you can 
positively determine that a P/N 101584–1 or 
–2 disc assembly is not installed, no further 
action is required. Before further flight, make 
an entry in the log book showing compliance 
with this AD. 

(4) If, during the maintenance records 
check required in paragraph (f)(1) of this AD 
or during the inspection required in 
paragraph (f)(2) of this AD, you can 
positively determine that a P/N 101584–1 or 
–2 disc assembly is installed, within the next 
30 days after the effective date of this AD or 
within the next 100 hours TIS after the 
effective date of this AD, whichever occurs 
first, replace disc assembly P/N 101584–1 or 
–2 with disc assembly P/N 32721–1. 

(5) As of the effective date of this AD, do 
not install disc assembly P/N 101584–1 or –2.

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 99.19. Send information to 
ATTN: Sharon Miles, Aerospace Engineer, 
FAA, Rotorcraft Directorate, 2601 Meacham 
Blvd., Fort Worth, Texas 76137; telephone: 
(817) 222–5122; fax: (817) 222–5961. Before 
using any approved AMOC on any airplane 
to which the AMOC applies, notify your 
appropriate regional inspector (PRI) in the 
FAA Flight Standards District Office (FSDO), 
or lacking a PRI, 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 
sure 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 Transport Canada, AD 
No. CF–2010–07, dated February 24, 2010; 
Bell Helicopter Alert Service Bulletin No. 
206–09–123, REV A, dated June 10, 2009; 

Issued in Fort Worth, Texas, on August 19, 
2010. 

Mark R. Schilling, 
Acting Manager, Rotorcraft Directorate, 
Aircraft Certification Service. 

[FR Doc. 2010–21589 Filed 8–27–10; 8:45 am] 

BILLING CODE 4910–13–P

ENVIRONMENTAL PROTECTION 
AGENCY

40 CFR Part 52 


RIN–2060–AQ45

Action To Ensure Authority To Issue 
Permits Under the Prevention of 
Significant Deterioration Program to 
Sources of Greenhouse Gas 
Emissions: Federal Implementation 
Plan 

AGENCY: Environmental Protection 
Agency (EPA). 

ACTION: Notice of public hearing. 

SUMMARY: The EPA is announcing a 
public hearing to be held for the proposed rule “Action to Ensure 
Authority to Issue Permits under the Prevention of Significant Deterioration Program to Sources of Greenhouse Gas 
Emissions: Federal Implementation Plan” which will publish in the near future in the Federal Register. The hearing 
will be held on September 14, 2010, in Arlington, VA. 

DATES: The public hearing will be held on 
September 14, 2010. 

ADDRESSES: The September 14, 2010 
hearing will be held at the EPA Ariel 
Rios East building, Room 1153, 1301 
Constitution Avenue, Washington, DC 
20460. The public hearing will convene 
at 9 a.m. (Eastern standard time) and 
continue until the later of 6 p.m. or 1 
hour after the last registered speaker has 
spoken. The EPA will make every effort 
to accommodate all speakers that arrive 
and register. A lunch break is scheduled 
from 12:30 p.m. until 2 p.m. Because 
this hearing is being held at U.S. 
government facilities, individuals 
planning to attend the hearing should be 
prepared to show valid picture 
implementation to the security staff in 
order to gain access to the meeting 
room. In addition, you will need to 
locate the property pass for any personal 
belongings you bring with you. Upon 
leaving the building, you will be 
required to return the property pass to 
the security desk. No large signs will be 
allowed in the building, cameras may 
only be used outside of the building, 
and demonstrations will not be allowed on 
federal property for security reasons. The 
EPA Web Site for the rulemaking, which 
includes the proposal and information about 
the public hearing, can be found at: http://www.epa.gov/nsr. 

FOR FURTHER INFORMATION CONTACT: 

If you would like to present oral testimony at 
the public hearing, please contact Ms. 
Pamela Long, U.S. Environmental 
Protection Agency, Office of Air Quality 
Planning and Standards, Air Quality 
Planning Division, (C504–03), Research 
Triangle Park, NC 27711, telephone 
(919) 541–0641, fax number (919) 541– 
5509, e-mail address: long.pam@epa.gov 
(preferred method for registering), no 
later than September 10, 2010. If using 
e-mail, please provide the following 
information: Time you wish to speak 
(morning, afternoon, evening), name, 
affiliation, address, e-mail address, and 
telephone and fax numbers. 

Questions concerning the August 
2010 proposed rule should be addressed 
to Ms. Lisa Sutton, U.S. EPA, Office 
of Air Quality Planning and Standards, 
New Source Review Group, (C504–03), 
Research Triangle Park, NC 27711, 
telephone number (919) 541–3450, e- 
mail at sutton.lisa@epa.gov. 

SUPPLEMENTARY INFORMATION: 

The public hearing is to provide the public an 
opportunity to present oral comments regarding EPA’s proposed “Action to Ensure Authority to Issue 
Permits under the Prevention of Significant Deterioration Program to Sources of Greenhouse Gas 
Emissions: Federal Implementation Plan,” which 
proposes a Federal Implementation Plan 
to apply in any state that is unable to 
submit, by its deadline, a corrective 
State Implementation Plan revision to 
ensure that the state has authority to 
issue permits under the Clean Air Act’s 
New Source Review Prevention of 
Significant Deterioration program for 
sources of greenhouse gases. 

Public hearing: The proposal for 
which EPA is holding the public 
hearing will publish in the near future in 
the Federal Register and is available at: http://www.epa.gov/nsr and also in the rulemaking docket. The public 
hearing will provide interested parties 
the opportunity to present data, views, 
or arguments concerning the proposal. 
The EPA may ask clarifying questions 
during the oral presentations, but will 
not respond to the presentations at that 
time. Written statements and supporting 
information submitted during the 
comment period will be considered with 
the same weight as oral comments 
and supporting information presented at