Effective Date
(a) This airworthiness directive (AD) is effective November 3, 2010.

Affected ADs
(b) None.

Applicability
(c) This AD applies to the airplanes identified in paragraphs (c)(1) and (c)(2) of this AD.


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

Unsace Condition
(e) This AD results from fuel system reviews conducted by the manufacturer. The Federal Aviation Administration is issuing this AD to prevent fuel tank explosions and consequent loss of the airplane.

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

Installation
(g) Within 60 months after the effective date of this AD do the actions specified in paragraph (g)(1) or (g)(2) of this AD, as applicable:

1. For Model DC–10–10, DC–10–10F, DC–10–15, DC–10–30, DC–10–30F (KC–10A and KDC–10), DC–10–40, DC–10–40F, MD–10–10F, and MD–10–30F airplanes: Install an in-line fuse in each float level switch, including sleeving the wires between the fuel tank and the in-line fuse, in fuel tanks 1, 2, and 3; upper and lower auxiliary fuel tanks; forward and aft auxiliary fuel tanks; and center wing fuel tanks; as applicable; it is also acceptable for compliance with the corresponding requirements of paragraph (g)(1) of this AD, if done before the effective date of this AD, in accordance with Boeing Service Bulletin DC10–28–252, dated November 25, 2008.

(ii) Installing an in-line fuse in each float level switch, including sleeving the wires between the fuel tank and the in-line fuse, in fuel tanks 1, 2, and 3; upper and lower auxiliary fuel tanks; forward auxiliary fuel tank; center wing fuel tanks; and tail fuel tank; as applicable; it is also acceptable for compliance with the corresponding requirements of paragraph (g)(2) of this AD if done before the effective date of this AD, in accordance with Boeing Service Bulletin MD11–28–132, dated November 25, 2008.

Alternative Methods of Compliance (AMOCs)

[j](1) The Manager, Los Angeles Aircraft Certification Office (ACO), 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: Philip Kush, Aerospace Engineer, Propulsion Branch, ANM–140L, FAAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712–4137; telephone (562) 627–5263; fax (562) 627–5210.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local flight Standards District Office. The AMOC approval letter must specifically reference this AD.

Material Incorporated by Reference

(k) You must use Boeing Service Bulletin DC10–28–252, Revision 1, dated January 6, 2010; or Boeing Service Bulletin MD11–28–132, Revision 1, dated July 6, 2010; as applicable; 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 Boeing Commercial Airplanes, Attention: Data & Services Management, 3855 Lakewood Boulevard, MC D800–0019, Long Beach, California 90846–0001; telephone 206–544–5000, extension 2; fax 206–766–5683; e-mail dse.boecom@boeing.com; Internet https://www.myboeingfleet.com.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425–227–1211.

(4) You may also review copies of the service information that is incorporated by reference 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 Renton, Washington, on September 16, 2010.

Robert D. Breneman,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 2010–24172 Filed 9–30–10; 8:45 am]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Bombardier, Inc. Model CL–600–2B19 (Regional Jet Series 100 & 440) Airplanes; Model CL–600–2C10 (Regional Jet Series 700, 701, & 702) Airplanes; Model CL–600–2D15 (Regional Jet Series 705) Airplanes; and Model CL–600–2D24 (Regional Jet Series 900) 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:

Two cases of a crack on a “dry” ADG [air driven generator] (Herman Sundstrand part number in the 761339 series), in the aft area of the strut and generator housing assembly, have been reported on CL–600–2B19 aircraft. The same part is also installed on CL–600–2C10, –2D15 and –2D24 aircraft.}

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

DATES: This AD becomes effective November 5, 2010.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of November 5, 2010.

ADDRESS: You may examine the AD docket on the Internet at http://www.regulations.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.


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 June 18, 2010 (75 FR 34657). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

Two cases of a crack on a "dry" ADG [air driven generator] (Hamilton Sundstrand part number in the 761339 series), in the aft area of the strut and generator housing assembly, have been reported on CL–600–2B19 aircraft. The same part is also installed on CL–600–2C10, –2D15 and –2D24 aircraft. Investigation determined that the crack was in an area of the strut where the wall thickness of the casting was below specification, due to a manufacturing anomaly in a specific batch of ADGs. Structural failure and departure of the ADG during deployment could possibly result in damage to the aircraft structure. If deployment was activated by a dual engine shutdown, ADG structural failure would also result in loss of hydraulics for the flight controls.

This [Transport Canada Civil Aviation (TCCA)] directive gives instructions to check the part number of the installed ADG and, for ADGs with a part number in the 761339 series, the serial numbers of the ADG and strut and generator housing assembly are also to be checked. If these serial numbers are within specified ranges * * *, a one-time fluorescent penetrant inspection of the ADG strut is required [and replacement of the ADG if necessary].

Note: For ADGs with serial numbers in the * * * specified ranges, subsequent fluorescent penetrant inspections are required after each scheduled in-flight or on-ground functional check of the ADG and also after each unscheduled in-flight ADG deployment. These inspection requirements are not mandated in this [TCCA] directive but are specified in the approved maintenance program.

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 considered the comments received. Air Line Pilots Association, International supports the NPRM.

Conclusion

We reviewed the available data, including the comment received, 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

We estimate that this AD will affect 1,073 products of U.S. registry. We also estimate that it will take about 1 work-hour per product to comply with the basic requirements of this AD. The average labor rate is $85 per work-hour. Based on these figures, we estimate the cost of this AD to the U.S. operators to be $91,205, or $85 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 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; and
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://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 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:

2010–20–19 Bombardier, Inc.: Amendment

Directorate Identifier 2009–NM–124–AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective November 5, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Bombardier, Inc. Model CL–600–2B19 (Regional Jet Series 100 & 440) airplanes, serial numbers 7305 through 8051 inclusive; Model CL–600–2C10 (Regional Jet Series 700, 701, & 702) airplanes, serial numbers 10003 through 10260 inclusive; and Model CL–600–2D15 (Regional Jet Series 705) airplanes and Model CL–600–2D24 (Regional Jet Series 900) airplanes, serial numbers 15001 through 15106 inclusive; certificated in any category.

Subject

(d) Air Transport Association (ATA) of America Code 24: Electrical Power.

Reason

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

Two cases of a crack on a “dry” ADG [air driven generator] (Hamilton Sundstrand part number in the 761339 series), in the aft area of the strut and generator housing assembly, have been reported on CL–600–2B19 aircraft. The same part is also installed on CL–600–2C10, –2D15 and–2D24 aircraft. Investigation determined that the crack was in an area of the strut where the wall thickness of the casting was below specification, due to a manufacturing anomaly in a specific batch of ADGs. Structural failure and departure of the ADG during deployment could possibly result in damage to the aircraft structure. If deployment was activated by a dual engine shutdown, ADG structural failure would also result in loss of hydraulics for the flight controls.

This [Transport Canada Civil Aviation (TCCA)] directive gives instructions to check the part number of the installed ADG and, for ADGs with a part number in the 761339 series, the serial numbers of the ADG and strut and generator housing assembly are also to be checked. If these serial numbers are within specified ranges * * *, a one-time fluorescent penetrant inspection of the ADG strut is required [and replacement of the ADG if necessary].

Note: For ADGs with serial numbers in the * * * specified ranges, subsequent fluorescent penetrant inspections are required after each scheduled in-flight or on-ground functional check of the ADG and also after each unscheduled in-flight ADG deployment. These inspection requirements are not mandated in this [TCCA] directive but are specified in the approved maintenance program.

Compliance

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

Actions

(g) Do the following actions.

(1) Within 1,000 flight hours after the effective date of this AD or before the first scheduled ADG functional test after the effective date of this AD, whichever occurs first, inspect to determine the serial number of the installed ADG. A review of the airplane maintenance records is acceptable in lieu of this inspection if the part number can be conclusively determined from that review.

(ii) If a Hamilton Sundstrand ADG having part number 1711405 is installed, the strut thickness is within specification and no further action is required by this AD.

(ii) If a Hamilton Sundstrand ADG having part number 1711405 is installed, the strut thickness is within specification and no further action is required by this AD.

(3) Do the following actions.

(i) If the serial number of the ADG in the range 0101 through 999 and symbol “24–3” is not marked in the serial block of the identification plate, within 1,000 flight hours after the effective date of this AD, replace the ADG with a serviceable ADG, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin A601R–24–120, Revision C, dated April 20, 2009 (for Model CL–600–2B19 airplanes); or Bombardier Alert Service Bulletin A670BA–24–020, Revision C, dated April 20, 2009 (for Model CL–600–2C10, CL–600–2D15, and CL–600–2D24 airplanes).

Note: If the serial number of the strut and generator housing assembly is 2504 or higher, the strut wall thickness is within specification no further action is required by this AD.

(2) For ADGs having a strut and generator assembly identified in paragraph (g)(1)(i) of this AD: Within 1,000 flight hours after the effective date of this AD or before the first scheduled ADG functional test after the effective date of this AD, whichever occurs first, do a fluorescent penetrant inspection in accordance with paragraph (g)(2) of this AD at the times specified in paragraph (g)(2) of this AD.

(3) Fluorescent penetrant inspections accomplished before the effective date of this AD in accordance with any applicable service bulletin specified in Table 1 of this AD are considered acceptable for compliance with the corresponding fluorescent penetrant inspection specified in this AD.

Note:

(2) For ADGs having a strut and generator assembly identified in paragraph (g)(1)(i) of this AD: Within 1,000 flight hours after the effective date of this AD or before the first scheduled ADG functional test after the effective date of this AD, whichever occurs first, do a fluorescent penetrant inspection in accordance with paragraph (g)(2) of this AD at the times specified in paragraph (g)(2) of this AD.

(3) Fluorescent penetrant inspections accomplished before the effective date of this AD in accordance with any applicable service bulletin specified in Table 1 of this AD are considered acceptable for compliance with the corresponding fluorescent penetrant inspection specified in this AD.

TABLE 1—CREDIT SERVICE BULLETINS

<table>
<thead>
<tr>
<th>Bombardier, Inc. model—</th>
<th>Service Bulletin—</th>
<th>Revision—</th>
<th>Date—</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bombardier, Inc. model—</td>
<td>Service Bulletin—</td>
<td>Revision—</td>
<td>Date—</td>
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<tr>
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</table>

**Note 1:** Additional guidance on the ADGs specified in paragraphs (g)(1)(ii)(C)(1) and (g)(1)(ii)(C)(3) of this AD and the repetitive fluorescent penetrant inspections specified as part of the periodic ADG functional check procedure may be found in the applicable tasks identified in Table 2 of this AD. These tasks can be found in Part 2—Airworthiness Limitations, Appendix A—Certification Maintenance Requirements (CMR), of the Bombardier CL–600–2C10, CL–600–2D15, and CL–600–2D24 Maintenance Requirements Manual; and the Canadair CRJ Series Regional Jet Aircraft Maintenance Manual (AMM); as applicable.

**TABLE 2—GUIDANCE FOR THE PERIODIC ADG FUNCTIONAL CHECK PROCEDURE**

<table>
<thead>
<tr>
<th>Bombardier, Inc. Model—</th>
<th>Task number—</th>
</tr>
</thead>
</table>

**Note 2:** Additional guidance on the ADGs specified in paragraph (g)(1)(ii)(C)(1), and the fluorescent penetrant inspection necessary following each future unscheduled in-flight ADG deployment can be found in the tasks specified in Table 3 of this AD.

**TABLE 3—GUIDANCE FOR INSPECTION FOLLOWING UNSCHEDULED IN-FLIGHT ADG DEPLOYMENT**

<table>
<thead>
<tr>
<th>Bombardier, Inc. Model—</th>
<th>AMM task—</th>
</tr>
</thead>
<tbody>
<tr>
<td>CL–600–2B19 airplanes, serial numbers 7305 through 8051 inclusive.</td>
<td>05–51–19–210–801</td>
</tr>
<tr>
<td>CL–600–2C10 airplanes, serial numbers 10003 through 10260 inclusive.</td>
<td>05–51–19–210–801</td>
</tr>
<tr>
<td>CL–600–2D15 and CL–600–2D24 airplanes, serial numbers 15001 through 15106 inclusive.</td>
<td>05–51–19–210–801</td>
</tr>
</tbody>
</table>

**Note 3:** In Hamilton Sundstrand Service Bulletin ERPS10AG–24–3, the fluorescent penetrant inspection is referred to as a “Penetrant Check.”

**FAA AD Differences**

**Note 4:** This AD differs from the MCAI and/or service information as follows: No differences.

**Other FAA AD Provisions**

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

(1) **Alternative Methods of Compliance (AMOCs):** The Manager, New York Aircraft Certification Office (ACO), ANE–170, FAA, has the authority to approve AMOCs for any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD. 

(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.

(4) **Special Flight Permits:** Special flight permits, as described in section 21.197 and section 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199), are not allowed.

**Related Information**


**Material Incorporated by Reference**

(j) You must use Bombardier Alert Service Bulletin A601R–24–120, Revision C, dated April 20, 2009; or Bombardier Alert Service Bulletin A670BA–24–020, Revision C, dated April 20, 2009; as applicable; 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 Bombardier, Inc., 400 Côte Vertu Road West, Dorval, Quebec, H4S 1Y9, Canada; telephone 514–855–5000; fax 514–855–7401; e-mail thd.crj@aero.bombardier.com; Internet http://www.bombardier.com.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the
availability of this material at the FAA, call 425–227–1221.

(4) You may also review copies of the service information that is incorporated by reference 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 Renton, Washington, on September 21, 2010.

Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010–24482 Filed 9–30–10; 8:45 am]