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 services, 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 December 23, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Bombardier, Inc., 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; certificated in any category.

Subject

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

Reason

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

A number of reports of aileron control stiffness have been received on Bombardier Regional Jet aeroplanes. Bombardier has reviewed the current maintenance tasks for the aileron control system and determined that an additional maintenance task is required.

[* * *] Aileron control stiffness during flight [* * *] could result in reduced controllability of the aeroplane.

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) Within 30 days after the effective date of this AD: Revise the maintenance program to incorporate Task 271000–218, discard of the outboard wing aileron pulleys, as specified in Bombardier Temporary Revision (TR) 1–41, dated October 22, 2010, to Section 2—Systems/Powerplant Program of Part 1 of the Bombardier CL–600–2C10, CL–600–2D15, CL–600–2D24, CL–600–2E25 Maintenance Requirements Manual (MRM). For this task, the initial compliance time starts at the applicable time specified in paragraphs (g)(1), (g)(2), (g)(3), or (g)(4) of this AD. Thereafter, operate the airplane according to the procedures and compliance times in Bombardier TR 1–41, dated October 22, 2010.

(i) For airplanes with 10,000 or less total flight hours as of the effective date of this AD: Prior to the outboard wing aileron pulley accumulating 12,000 total flight hours.

(ii) For airplanes with more than 10,000 total flight hours but with 16,000 total flight hours or less as of the effective date of this AD: Prior to the outboard wing aileron pulley accumulating 17,300 total flight hours, or within 2,000 flight hours after the effective date of this AD, whichever is earlier.

(iii) For airplanes with more than 16,000 total flight hours but with 20,000 total flight hours or less as of the effective date of this AD: Prior to the outboard wing aileron pulley accumulating 20,800 total flight hours, or within 1,300 flight hours after the effective date of this AD, whichever is earlier.

(iv) For airplanes with more than 20,000 total flight hours as of the effective date of this AD: Within 800 flight hours after the effective date of this AD.

No Alternative Actions or Intervals

(j) 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.

Related Information


Issued in Renton, Washington, on October 31, 2011.


[FR Doc. 2011–28835 Filed 11–7–11; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Fokker Services B.V. Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for certain Fokker Services B.V. Model F.28 Mark 0070 and 0100 airplanes. This proposed AD results from mandatory continuing airworthiness information (MCAI) originating 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 recent safety review revealed that the fuel crossfeed valves cannot be controlled when only emergency electrical power is available.

This condition, if not corrected, could (in combination with other factors) prevent an in-flight engine re-light following a double engine flame-out event, possibly resulting in loss of the aeroplane.

* * * * *

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 December 23, 2011.

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.
• 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.

For service information identified in this proposed AD, contact Fokker Services B.V., Technical Services Dept., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands; telephone +31 (0) 232–627–350; fax +31 (0) 232–627–211; email技术服务.fokker services@stork.com; Internet http://www.myfokkerfleet.com. You may review copies of the referenced 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.

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.


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–2011–1226; Directorate Identifier 2011–NM–006–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

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA Airworthiness Directive 2010–0158, dated November 8, 2010 (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

A recent safety review revealed that the fuel crossfeed valves cannot be controlled when only emergency electrical power is available.

This condition, if not corrected, could (in combination with other factors) prevent an in-flight engine re-light following a double engine flame-out event, possibly resulting in loss of the aeroplane.

Another review revealed that an unwanted configuration of the fuel fire shut-off valve indication logic had been introduced during production on a limited number of F28 Mark 0100 aeroplanes.

Furthermore, most of the current fuel crossfeed indications are based on the crossfeed selection made by the flight crew and not on the actual positions of the crossfeed valve actuators. In combination with other factors, the current crossfeed indications may mislead flight crews, possibly resulting in single engine in-flight shutdowns and/or unnecessary precautionary landings.

For the reasons described above, this AD requires modifications of the crossfeed valve control and power supply, of the crossfeed indication logic and power supply and of the fuel fire shut-off valve indication logic.

* * * * *

Required actions also include modifying the overhead panel (introduce provisions for a modified crossfeed indication), and for certain airplanes modifying the transfer logic of the center wing fuel tank. You may obtain further information by examining the MCAI in the AD docket.

Relevant Service Information

Fokker Services B.V. has issued the following service bulletins:

• Fokker Proforma Service Bulletin SBF100–28–043, Revision 1, dated March 31, 2009, including Appendix II, Revision 2, dated July 22, 2010, including the following drawings:
  • Fokker Drawing W41194, Sheet 009, Issue F, dated March 31, 2009;
  • Fokker Drawing W41194, Sheet 016, Issue N, dated March 31, 2009;
  • Fokker Drawing W41194, Sheet 018, Issue S, dated March 31, 2009; and
  • Fokker Drawing W59221, Sheet 159, Issue ED, dated October 2, 2009.
  • Fokker Drawing D42770, Sheet 6, Issue U, dated May 2, 2011;
  • Fokker Drawing D42780, Sheet 6, Issue T, dated May 2, 2011;
  • Fokker Drawing W41074, Sheet 100, Issue GB, dated May 2, 2011;
  • Fokker Drawing W41074, Sheet 101, Issue FW, dated May 2, 2011;
  • Fokker Drawing W41194, Sheets 010 and 012, Issue J, dated May 2, 2011;
  • Fokker Drawing W41194, Sheets 014, 016, and 020, Issue S, dated May 2, 2011; and
  • Fokker Drawing W41194, Sheet
Subject
11244 through 11585 inclusive.

certificated in any category; serial numbers
Model F.28 Mark 0070 and 0100 airplanes;
(b) None.

Applicability
(c) This AD applies to Fokker Services B.V.

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 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
Based on the service information, we estimate that this proposed AD would
affect about 6 products of U.S. registry. We also estimate that it would take
about 86 work-hours 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 $4,180 per product. Where the service information
lists required parts costs that are covered under warranty, we have
assumed that there will be no charge for these costs. As we do not control
warranty coverage for affected parties, some parties may incur costs higher
than estimated here. Based on these figures, we estimate the cost of the
proposed AD on U.S. operators to be $68,940, or $11,490 per product.

Authority for This Rulemaking
Title 49 of the United States Code specifies the FAA’s authority to issue
rules on aviation safety. Subtitle I, section 106, describes the authority of
the FAA Administrator. “Subtitle VII: Aviation Programs,” describes in more
detail the scope of the Agency’s authority.

We are issuing this rulemaking under the authority described in “Subtitle VII,
Part A, Subpart III, Section 44701: General requirements.” Under
that section, Congress charges the FAA with promoting safe flight of civil aircraft in
air commerce by prescribing regulations for practices, methods, and procedures
the Administrator finds necessary for safety in air commerce. This regulation
is within the scope of that authority because it addresses an unsafe condition
that is likely to exist or develop on products identified in this rulemaking
action.

Regulatory Findings
We determined that this 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 (49 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—AWARThOSSINEH
DIRECTIVES

1. The authority citation for part 39
continues to read as follows:
Authority: 49 U.S.C. 106(g), 4013, 44701.

§ 39.13 [Amended]
2. The FAA amends § 39.13 by adding
the following new AD:

Fokker Services B.V: Docket No. FAA–2011–
1226; Directorate Identifier 2011–NM–
006–AD.

Comments Due Date
(a) We must receive comments by
December 23, 2011.

AFFECTED ADs
(b) None.

Applicability
(c) This AD applies to Fokker Services B.V.
Model F.28 Mark 0070 and 0100 airplanes;
certified in any category; serial numbers
11244 through 11585 inclusive.

Subject
(d) Air Transport Association (ATA) of

Reason
(e) The mandatory continuing
airworthiness information (MCAI) states:
A recent safety review revealed that the
fuel crossfeed valves cannot be controlled
when only emergency electrical power is
available.

This condition, if not corrected, could (in
combination with other factors) prevent an
in-flight engine re-light following a double
ingalefire event, possibly resulting in
loss of the aeroplane.

* * * * *
Compliance

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

Within 24 months after the effective date of this AD, modify the crossfeed valve control and power supply, the crossfeed indication logic and power supply, and the fuel fire shut-off valve indication logic, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100–28–047, Revision 3, dated May 2, 2011, including Fokker Manual Change Notification—Operational Documentation MCNO–F100–050, dated May 30, 2011, including the drawings specified in paragraphs (g)(1) through (g)(15) of this AD.


(2) Fokker Drawing D42780, Sheet 6, Issue T, dated May 2, 2011.

(3) Fokker Drawing W41074, Sheet 100, Issue GB, dated May 2, 2011.


(9) Fokker Drawing W41319, Sheets 063, 064, 065, 066, 069, 071, and 074, Issue DY, dated May 2, 2011.


(i) Before or concurrent with the modification specified in paragraph (g) of this AD, do the applicable actions specified in paragraphs (h)(1) and (h)(2) of this AD:

(1) For all airplanes: Modify the overhead panel (introduce provisions for a modified crossfeed indication) in accordance with the Accomplishment Instructions of Fokker Proform Service Bulletin SBF100–28–043, Revision 1, dated March 31, 2009, including Appendix II, Revision 2, dated July 22, 2010, including the drawings specified in paragraphs (h)(1)(i) through (h)(1)(iv) of this AD.


(2) For airplanes with serial numbers 11442 through 11585, equipped with the automatic fuel transfer system: Modify the transfer logic of the center wing fuel tank, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100–28–047, Revision 3, including Fokker Manual Change Notification—Operational Documentation MCNO–F100–052 and Manual Change Notification—Maintenance Documentation MCNM–F100–126, dated June 15, 2009, including the drawings specified in paragraphs (h)(2)(i) through (h)(2)(v) of this AD.


Credit for Actions Accomplished in Accordance With Previous Service Information

Modifications accomplished before the effective date of this AD according to the service bulletins specified in paragraphs (i)(1), (i)(2), (i)(3), and (i)(4) of this AD, as applicable, are considered acceptable for compliance with the corresponding action specified in this AD.


FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM–116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Tom Rodriguez, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057–3356; telephone (425) 227–1137; fax (425) 227–1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov.

(ii) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/ certificate holding district office. The AMOC approval letter must specifically reference this AD.

(ii) Airworthiness Directives: Bombardier, Inc. Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for certain Bombardier, Inc. Model CL–600–2C10 (Regional Jet Series 700, 701, & 702), CL–600–2D15 (Regional Jet Series 705), CL–600–2D24 (Regional Jet Series 900), and CL–600–2E25 (Regional Jet Series 1000) airplanes. 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 was found that the * * * ADG [air driven generator] GCU [generator control unit] transformer primary winding can break due to thermal fatigue. Broken transformer primary winding can prevent the supply of power from the ADG to the essential buses. In the event of an emergency, failure for the essential buses to remain powered can prevent continued safe flight. * * *]

The proposed AD would require actions that are intended to address the unsafe condition described in the MCAI.