(1) The maximum weight.
(2) Any other weight limits, if necessary.
(c) Centre of gravity. The established c.g.
limits required by CS–VLA 23 must be
furnished.
(d) Maneuvres. Authorised manoeuvres
established in accordance with CS–VLA 3.
(e) Flight load factors. Manoeuvring load
factors: the following must be furnished:
(1) The factors corresponding to point A
and point C of figure 1 of CS–VLA 333 (b),
stated to be applicable at VA.
(2) The factors corresponding to point D
and point E of figure 1 of CS–VLA 333 (b),
to be applicable at VNE.
(3) The factor with wing flaps extended as
specified in CS–VLA 345.
(f) Kinds of operation. The kinds of
operation (day VFR or day and night VFR,
whichever is applicable) in which the
aeroplane may be used, must be stated. The
minimum equipment required for the
operation must be listed.
(g) Powerplant limitations. The following
information must be furnished:
(1) Limitation required by CS–VLA 1521.
(2) Information necessary for marking the
instruments required by CS–VLA 1549 to
1553.
(3) Fuel and oil designation.
(4) For two-stroke engines, fuel/oil ratio.
(h) Placards. Placards required by CS–VLA
1555 to 1561 must be presented.

Information Contact
Comments Invited
We invite interested parties to submit
comments on the proposed airworthiness
standards to the address specified above.
Commenters must identify the AQUILA
AT01 Model AT01 and submit comments to
the address specified above. The FAA will
consider all communications received on or
before the closing date before issuing the
final acceptance. The proposed airworthiness
design standards and comments received
may be inspected at the FAA, Small Airplane
Directorate, Aircraft Certification Service,
Standards Office (ACE–110), 901 Locust
Street, Room 301, Kansas City, MO 64106,
between the hours of 7:30 a.m. and 4:00 p.m.
weekdays, except Federal holidays.
Issued in Kansas City, Missouri on May 8,
2013.

Earl Lawrence,
Manager, Small Airplane Directorate, Aircraft
Certification Service.

[FR Doc. 2013–12176 Filed 5–30–13; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39

RIN 2120–AA64
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) airplanes, Model CL–600–2D15 (Regional Jet Series 705) airplanes, Model CL–600–2D24 (Regional Jet Series 900) airplanes, and Model CL–600–2E25 (Regional Jet Series 1000) airplanes. This proposed AD was prompted by reports of erratic pitch movement and oscillatory behaviors of the elevator control system. This proposed AD would require repetitive replacement of the bellcrank supports on the inner rear spar of the horizontal stabilizer with new, improved bellcrank supports. We are proposing this AD to prevent erratic pitch movement and transient accelerations, which could result in a significant pitch upset, and injuries to passengers and flightcrew.

DATES: We must receive comments on
this proposed AD by July 15, 2013.

ADDRESS: 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–10
W12–140, 1200 New Jersey Avenue SE.,
Washington, DC 20590.
• Hand Delivery: U.S. Department of
Transportation, Docket Operations, M–10,
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 Bombardier, Inc.,
400 Côte-Vertu Road West, Dorval,
Québec H4S 1Y9, Canada; telephone
514–855–5000; fax 514–855–7401; email
tdh.crf@abo.bombardier.com; Internet
http://www.bombardier.com. You may
review copies of the referenced service
information at the FAA, Transport
Airplane Directorate, 1601 Lind Avenue
SW., Renton, WA. For information on
the availability of this material at the

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:
Ricardo Garcia, Aerospace Engineer,
Airframe and Mechanical Systems
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–2013–0459; Directorate Identifier
2013–NM–044–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–2013–03,
dated February 5, 2013 (referred to after
this as “the MCAI”), to correct an unsafe
condition for the specified products.
The MCAI states:
There have been several reported incidents
of erratic pitch movements and oscillatory
behaviors of the elevator control system.
Investigation revealed that, the increase in
the elevator breakout force induced by the
introduction of a new elevator centering
mechanism, in combination with the existing
Based on these figures, we estimate the cost of the proposed AD on U.S. operators to be up to $1,206,800, or up to $3,017 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 (44 FR 11034, February 26, 1979);
3. Will not affect intrastate aviation in Alaska; and
4. 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:


   (a) Comments Due Date

   We must receive comments by July 15, 2013.

   (b) Affected ADs

   None.

   (c) Applicability

   This AD applies to the airplanes specified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, certificated in any category:

   (1) Bombardier, Inc. Model CL–600–2C10 (Regional Jet Series 700, 701, & 702) airplanes, serial numbers 10002 through 10999 inclusive.

   (2) Bombardier, Inc. Model CL–600–2D15 (Regional Jet Series 705) and CL–600–2D24 (Regional Jet Series 900) airplanes, serial numbers 15001 through 15990 inclusive.

   (3) Bombardier, Inc. Model CL–600–2E25 (Regional Jet Series 1000) airplanes, serial numbers 19001 through 19990 inclusive.

   (d) Subject

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

   (e) Reason

   This AD was prompted by reports of erratic pitch movements and oscillatory behaviors of the elevator control system. We are issuing this AD to prevent erratic pitch movement and transient accelerations, which could result in a significant pitch upset, and injuries to passengers and flightcrews.

   (f) 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.

   (g) Repetitive Replacement of the Bellcrank Supports

   For any airplane with bellcrank supports having part numbers AV670–23350–001 (left side) and AV670–23350–002 (right side), on the inner rear spar of the horizontal stabilizer: At the applicable time specified in paragraph (g)(1), (g)(2), (g)(3), or (g)(4) of this AD, replace the affected bellcrank supports with new bellcrank supports, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA–27–064, dated December 11, 2012. Repeat the replacement thereafter at intervals not to exceed 20,000 flight hours.

   (1) For airplanes that have, as of the effective date of this AD, accumulated 18,000 total flight hours or less: Replace before the accumulation of 24,600 total flight hours.
(2) For airplanes that have, as of the effective date of this AD, accumulated more than 18,000 total flight hours, but 23,400 total flight hours or less: Replace within 6,600 flight hours after the effective date of this AD.

(3) For airplanes that have, as of the effective date of this AD, accumulated more than 23,400 total flight hours, but 28,500 total flight hours or less: Replace before the accumulation of 30,000 total flight hours.

(4) For airplanes that have, as of the effective date of this AD, accumulated more than 28,500 total flight hours: Within 1,500 flight hours after the effective date of this AD.

(b) Other FAA AD Provisions

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 this AD. If requested using the procedures found in 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 ACO, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone 516–228–7300; fax 516–794–5531. 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.

(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.

(i) Related Information


(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; email thd.cr@aero.bombardier.com; Internet http://www.bombardier.com. You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221.

Issued in Renton, Washington, on May 22, 2013.

Jeffrey E. Duven,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2013–12897 Filed 5–30–13; 8:45 am]

BILLING CODE 4910–13–P