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.

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 airworthiness directive (AD):

The Boeing Company: Docket No. FAA–2013–0672; Directorate Identifier 2013–NM–058–AD.

(a) Comments Due Date

We must receive comments by September 26, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 767–200, –300, –300F, and –400ER series airplanes; certificated in any category; as identified in Boeing Service Bulletin 767–28–0105, dated January 12, 2012.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 28, Fuel.

(e) Unsafe Condition

This AD was prompted by reports indicating that a standard access door was located where an impact-resistant access door was required, and stencils were missing from some impact-resistant access doors. We are issuing this AD to prevent foreign object penetration of the fuel tank, which could cause a fuel leak near an ignition source (e.g., hot brakes or engine nozzle), consequently leading to a fuel-fed fire.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Inspections

Within 72 months after the effective date of this AD, do the actions specified in paragraphs (g)(1) and (g)(2) of this AD, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767–28–0105, dated January 12, 2012.

(1) Do either a general visual inspection or ultrasonic non-destructive test of the left- and right-hand wing fuel tank access doors to determine whether impact-resistant access doors are installed in the correct locations. If any standard access door is found, before further flight, replace with an impact-resistant access door, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767–28–0105, dated January 12, 2012.

(2) Do a general visual inspection of the left- and right-hand wing fuel tank impact-resistant access doors to verify stencils and index markers are applied. If a stencil or index marker is missing, before further flight, apply stencil or index marker, as applicable, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767–28–0105, dated January 12, 2012.

(h) Maintenance Program Revision

Within 60 days after the effective date of this AD, revise the maintenance program to incorporate critical design configuration control limitation (CDCCL) Task 57–AWL–01, ''Impact-Resistant Fuel Tank Access Door,'' of Section 9, Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs) of Boeing 767 Maintenance Planning Data Document D622T001–9, Revision October 2012.

(i) No Alternative Actions, Intervals, and/or CDCCLs

After accomplishing the revision required by paragraph (h) of this AD, no alternative actions (e.g., inspections), intervals, and/or CDCCLs may be used unless the actions, intervals, and/or CDCCLs are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (j) of this AD.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle 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. 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 manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD. Information may be emailed to: *9–ANM-Seattle-ACO–AMOC-Requests@faa.gov.*

(2) 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.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD if it is approved by the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(k) Related Information

(1) For more information about this AD, contact Suzanne Lucier, Aerospace Engineer, Propulsion Branch, ANM–140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057–3356; phone: 425–917–6438; fax: 425–917–6590; email: *suzanne.lucier@faa.gov.*

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H–65, Seattle, WA 98124–2207; telephone 206–544–5000, extension 1; fax 206–766–5680; Internet *https://www.myboeingfleet.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 August 2, 2013.

Ross Landes,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2013–19458 Filed 8–9–13; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2012–0002; Directorate Identifier 2011–NE–42–AD]

RIN 2120–AA64

Airworthiness Directives; Continental Motors, Inc. Reciprocating Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for certain Airmotive Engineering Corp. replacement parts manufacturer approval (PMA) cylinder assemblies marketed by Engine Components International Division (ECi), used on the Continental Motors, Inc. (CMI) models 520 and 550 reciprocating engines, and all other engine models approved for the use of CMI models 520 and 550 cylinder assemblies such as the CMI model 470 when modified by supplemental type certificate (STC). This proposed AD was prompted by failure reports of multiple cylinder head-to-barrel separations and cracked and leaking aluminum cylinder heads. This proposed AD would require initial and repetitive inspections, replacement of cracked cylinders, and replacement of cylinder assemblies at reduced times-in-service. This proposed AD would also prohibit the installation of affected cylinder assemblies into any engine. We are proposing this AD to prevent cylinder head cracks, engine failure, and loss of the airplane.

DATES: We must receive comments on this proposed AD by October 11, 2013.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, 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:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For certain service information identified in this proposed AD, contact Continental Motors, Inc., PO Box 90, Mobile, AL 36601; phone: 251–438–3411, Internet: *http://tcmlink.com/servicebulletins.cfm.* For certain other service information identified in this proposed AD, contact Engine Components International Division, 9503 Middlex Drive, San Antonio, TX 78217; phone 210–820–8101; Internet: *http//www.eci.aero/pages/tech_svcpubs.aspx.* You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781–238–7125.

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 proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (phone: 800–647–5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Jurgen E. Priester, Aerospace Engineer, Special Certification Office, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, TX 76137; phone: 817–222–5159; fax: 817–222–5785; email: *jurgen.e.priester@faa.gov.*

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the **ADDRESSES** section. Include ''Docket No. FAA–2012–0002; Directorate Identifier 2011–NE–42–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

We received multiple failure reports of Airmotive Engineering Corp. PMA cylinder assemblies, part number (P/N) AEC631397, ECi Class 71 and Class 76, installed on certain CMI models IO–520, TSIO–520, IO–550, and IOF–550 reciprocating engines and other engines approved for the use of CMI models 520 and 550 cylinder assemblies such as the CMI model 470 when modified by STC. ECi part numbering includes four Classes of P/N AEC631397 cylinder assemblies based upon their intended use. Only Classes 71 and 76 are affected; Classes 68 and 70 are not affected. The Class number appears in the ECi P/N cylinder marking immediately following AEC631397. These markings are found on the bottom flange of the cylinder. We identified two independent failure modes resulting in the cylinder head separations; however, the exact root cause of each failure mode could not be definitively identified. One failure mode is cracking that initiates in the internal dome radius of the cylinder head and the second is cracking at the cylinder head-to-barrel threads. The affected cylinder assemblies are separated into two manufacturing groups that would require the actions in this proposed AD. Those two groups are defined by serial number (S/N) ranges. One group consists of cylinder assemblies with S/N 1 through S/N 33696. The second group consists of cylinder assemblies with S/N 33697 through S/N 61176. The unsafe condition, if not corrected, could result in cylinder head cracks, engine failure, and loss of the airplane.

Airmotive Engineering Corp. held a meeting, which we attended, on December 11, 2012, to discuss certain active PMA projects. Also on their agenda was a briefing to us on their meeting with the National Transportation Safety Board (NTSB) regarding the subject of this proposed AD. Although that briefing was not intentioned by us, because it occurred, we are placing a summary and a copy of what they provided for our consideration, into the AD docket for public review.

Airmotive Engineering Corp. held another meeting, with us and the NTSB in attendance, on February 14, 2013. The purpose of the meeting was to further discuss the causes of their cylinder failures and what they have done to address these failures. We are placing all of the information from this meeting in the AD docket for public review.

Knowing the likely impact that compliance with the AD will have upon the owners and operators, a detailed review was performed to consider all aspects of the information provided by Airmotive Engineering Corp. After considering all factors, which included, for example, the efforts of two Chief Scientific and Technical Advisors, data from the FAA/Airmotive Engineering Corp. meetings, and the application of the FAA Policy Statement on Risk Assessment 08/07/13for Reciprocating Engine Airworthiness Directives (PS–ANE100–1999–00006), we concluded that proceeding with this proposed AD to correct the unsafe condition was appropriate.

Relevant Service Information

We reviewed Continental Motors, Inc. Service Bulletin (SB) No. SB96–12, dated September 10, 1996. Part 1 Section C of the SB describes procedures for leak checking cylinder assemblies. We also reviewed ECi Service Instruction No. 99–8–1,

Revision 9, dated February 23, 2009, Sections 4.3, 4.4, 6.1, and 6.2, which provide information on cylinder identification and part numbering.

FAA's Determination

We are proposing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Proposed AD Requirements

This proposed AD divides ECi cylinder assemblies, P/N AEC631397, Class 71 and Class 76, into two groups; Group A cylinder assemblies and Group B cylinder assemblies. Group A cylinder assemblies are those cylinder assemblies with S/N 1 through S/N 33696. Group B cylinder assemblies are those cylinder assemblies with S/N 33697 through S/N 61176. This proposed AD would require removing Group A cylinder assemblies from service within 25 operating hours if, on the effective date of the AD, the cylinder operating hours are fewer than 500 hours, or more than 1,000 hours. This proposed AD would also require removing Group B cylinder assemblies from service within 25 operating hours if, on the effective date of the AD, the cylinder operating hours are 1,000 or more.

This proposed AD would also require repetitive visual inspections, compression tests, and leak checks for cracks, for Group A cylinder assemblies with between 500 and 1,000 operating hours, and for Group B cylinder assemblies with fewer than 1,000 operating hours, until they are removed from service.

Finally, this proposed AD would also prohibit installing affected ECi cylinder assemblies onto any engine and would require reporting to the FAA all removed cylinder assemblies.

Costs of Compliance

We estimate that this proposed AD would affect about 6,000 Continental Motors, Inc. models IO–520, TSIO–520, IO–550, and IOF–550 reciprocating engines and all other engine models approved for the use of CMI models 520 and 550 cylinder assemblies (such as the CMI model 470 when modified by STC), installed on airplanes of U.S. registry. We also estimate that each affected ECi cylinder will be inspected on average four times in the first year. We also estimate that about six hours per engine would be required to perform the visual inspection, compression test, and leak check. The average labor rate is $85 per hour. Finally, we estimate that about 18 hours would be required to replace all six cylinder assemblies during scheduled overhaul maintenance, and that a replacement cylinder assembly would cost about $1,700. Based on these figures, we estimate the total cost of this proposed AD to U.S. operators to change all ECi cylinders to be $82,620,000. Our cost estimate is exclusive of possible warranty coverage.

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 to the extent that it justifies making a regulatory distinction, 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.

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 airworthiness directive (AD):

Continental Motors, Inc. (formerly Teledyne Continental Motors, Inc., formerly Continental): Docket No. FAA–2012–0002; Directorate Identifier 2011–NE–42–AD.

(a) Comments Due Date

We must receive comments by October 11, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following Continental Motors, Inc. (CMI) models 520 and 550 reciprocating engines, and all other engine models approved for the use of CMI models 520 and 550 cylinder assemblies such as the CMI model 470 when modified by supplemental type certificate (STC), with Airmotive Engineering Corp. replacement parts manufacturer approval (PMA) cylinder assemblies, marketed by Engine Components International Division (hereinafter referred to as ECi), part number (P/N) AEC631397, with ECi Class 71 or Class 76, serial number (S/N) 1 through S/N 33696, or S/N 33697 through S/N 61176, installed on, but not limited to:

(1) IO–520–A, –B, –BA, –BB, –C, –CB, –D, –E, –F, –J, –K, –L, –M, –MB, –N, –NB, and LIO–520–P.

(2) TSIO–520–A, –AE, –AF, –B, –BB, –BE, –C, –CE, –D, –DB, –E, –EB, –G, –H, –J, –JB, –K, –KB, –L, –LB, –M, –N, –NB, –P, –R, –T, –U, –UB, –VB, –WB, and LTSIO–520–AE.

(3) IO–550–A, –B, –C, –D, –E, –F, and –L.

(4) IOF–550–B, –C, –D, –E, –F, and –L.

(5) Other engines using CMI models 520 and 550 cylinder assemblies, such as the CMI model 470 when modified by STC.

(d) Unsafe Condition

This AD was prompted by reports of multiple cylinder head-to-barrel separations and cracked and leaking aluminum cylinder heads. We are issuing this AD to prevent cylinder head cracks, engine failure, and loss of the airplane.

(e) Compliance

Comply with this AD within the compliance times specified, unless already done.

(1) Review the engine maintenance records to determine if any affected cylinders were

installed at the time of engine overhaul or during any other maintenance event, or were installed when the engine was modified and are currently installed.

(2) If you do not have any of the affected ECi cylinders installed on your engine, no further action is required.

(f) Cylinder Identification and Serial Number Location

(1) Check the cylinder assembly P/N and Class number. The ECi cylinder assembly, P/N AEC631397, Class 71 or Class 76, is stamped on the bottom flange of the cylinder barrel. Guidance on the P/N and Class number description and location can be found in ECi Service Instruction No. 99-8-1, Revision 9, dated February 23, 2009.

(2) For ECi cylinder assemblies, P/N AEC631397, manufactured through 2008, find the cylinder assembly S/N stamped on the intake port boss two inches down from the top edge of the head.

(3) For ECi cylinder assemblies, P/N AEC631397, manufactured on or after January 1, 2009, find the cylinder assembly S/N stamped just below the top edge of the head on the exhaust port side.

(4) If you cannot see the cylinder assembly P/N when the cylinder assembly is installed on the engine, an alternative method of identification may be used as follows:

(i) Remove the cylinder rocker box cover.

(ii) Find the letters ECi, cast into the cylinder head between the valve stems.

(iii) Check the cylinder head casting P/N. Affected cylinder assemblies have the cylinder head casting P/N, AEC65385, cast into the cylinder head between the valve stems.

(iv) Find the cylinder assembly S/N as specified in paragraph (f)(2) or (f)(3) of this AD as applicable.

(g) Removal From Service

(1) For those Group A cylinder assemblies, P/N AEC631397, ECi Class 71 or 76, S/N 1 through S/N 33696, with fewer than 500 operating hours time-in-service (TIS) or with more than 1,000 operating hours TIS on the effective date of this AD, remove the cylinder assemblies from service within the next 25 operating hours TIS.

(2) For those Group B cylinder assemblies, P/N AEC631397, ECi Class 71 or 76, S/N 33697 through S/N 61176, with more than 1,000 operating hours TIS on the effective date of this AD, remove the cylinder assemblies from service within the next 25 operating hours TIS.

(h) Inspection of Group A Cylinder Assemblies With Between 500 and 1,000 Operating Hours TIS and Group B Cylinder Assemblies With Fewer Than 1,000 Operating Hours TIS

(1) Within the next 10 operating hours TIS after the effective date of this AD, visually inspect, compression test, and leak check the Group A cylinder assemblies with between 500 and 1,000 operating hours TIS, and Group B cylinder assemblies with fewer than 1,000 operating hours TIS. Use paragraphs (h)(2) through (h)(5) of this AD to do the inspection, test, and leak check.

(2) Visually inspect the exterior of each cylinder head and barrel interface around the perimeter of the cylinder as follows:

(i) Before any engine cleaning, with good lighting, look for signs of white or black combustion products between cooling fins, especially on the exhaust valve side of the cylinder assembly.

(ii) Remove the cylinder from service if you find any indication of a crack or black combustion products on the side of a cylinder.

(iii) The presence of oil or a normal dirty appearance may not indicate a head crack.

(3) Perform a standard differential compression test to the cylinder assembly. If the cylinder assembly has a pressure reading of less than 55/80 pounds per square inch gauge pressure, on the differential pressure test gauges, remove the cylinder assembly from service.

(4) Use Part 1 Section C ''Leak Check'' of Teledyne Continental Motors Service Bulletin (SB) No. SB96–12, dated September 10, 1996, to perform the leak checks required by this AD.

(5) Remove from service any cylinder assembly found cracked and/or leaking.

(6) Repeat paragraphs (h)(2) though (h)(5) of this AD within every 50 operating hours TIS since last inspection. Remove from service any cylinder assembly before accumulating 1,000 operating hours TIS.

(i) Installation Prohibitions

After the effective date of this AD:

(1) Do not repair, or reinstall onto any engine, any cylinder assembly removed per this AD.

(2) Do not install any ECi cylinder assemblies, P/N AEC631397, ECi Class 71 or 76, with the S/Ns listed in paragraph (c) of this AD, onto any engine.

(3) Do not install any engine having one or more ECi cylinder assemblies, P/N AEC631397, ECi Class 71 or 76, with the S/Ns listed in paragraph (c) of this AD, into any aircraft.

(4) Do not return to service any aircraft that has an engine with an ECi cylinder assembly subject to this AD, if the cylinder assembly has 1,000 or more operating hours TIS.

(j) Alternative Methods of Compliance (AMOCs)

The Manager, Special Certification Office, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(k) Reporting Requirements

Report to the FAA all cylinder assemblies that you removed per this AD. Send your report to the Special Certification Office, FAA, Rotorcraft Directorate, Attn: Jurgen E. Priester, Aerospace Engineer, 2601 Meacham Blvd., Fort Worth, TX 76137; phone: 817–222–5159; fax: 817–222–5785; email: *9-ASW-190-COS@faa.gov.* Include the following information:

(1) Aircraft model.

(2) Continental Motors, Inc. engine model number.

(3) ECi cylinder assembly S/N.

(4) Cylinder assembly total operating hours.

(5) Installation date of ECi cylinder assembly.

(6) Airplane utilization average per year (flight hours per year).

(7) Number of flight hours since last mandatory inspection required by this AD.

(8) Reason for cylinder removal, i.e., leaking head with cracks or other indications found, failed compression test, valves or rings leaking, or a head separation.

(9) How the defect was found, i.e., visual inspection, leak check, compression test, etc.

(10) Source of leak(s).

(11) Location of crack(s). Locate by counting the number of cooling fins up from the head/barrel interface.

(12) Length of crack(s).

(13) Location of separation. Locate by counting the number of cooling fins up from the head/barrel interface.

(14) Your contact information (optional).

(l) Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120–0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES–200.

(m) Related Information

(1) For more information about this AD, contact Jurgen E. Priester, Aerospace Engineer, Special Certification Office, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, TX 76193; phone: 817–222–5159; fax: 817–222–5785; email: *jurgen.e.priester@faa.gov.*

(2) For ECi Service Instruction No. 99–8–1, Revision 9, dated February 23, 2009, which is not incorporated by reference in this AD, contact Engine Components International Division, 9503 Middlex Drive, San Antonio, TX 78217; phone 210–820–8101; Internet: *http//www.eci.aero/pages/tech_svcpubs.aspx.*

(3) For other service information referenced in this AD, contact Continental Motors, Inc., PO Box 90, Mobile, AL 36601; phone: 251–438–3411, Internet: *http://tcmlink.com/servicebulletins.cfm.*

(4) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781–238–7125.

Issued in Burlington, Massachusetts, on August 5, 2013.

Colleen M. D'Alessandro,

Assistant Manager, Engine & Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2013–19414 Filed 8–9–13; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2013–0674; Directorate Identifier 2012–NM–217–AD]

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 all Fokker Services B.V. Model F.28 Mark 0070 and 0100 airplanes. This proposed AD was prompted by a design review, which revealed that no controlled bonding provisions are present on a number of critical locations inside the fuel tank or connected to the fuel tank wall. This proposed AD would require installing additional bonding provisions in the fuel tank, and revising the airplane maintenance program by incorporating fuel airworthiness limitation items and critical design configuration control limitations. We are proposing this AD to prevent an ignition source in the fuel tank vapor space, which could result in a fuel tank explosion and consequent loss of the airplane.

DATES: We must receive comments on this proposed AD by September 26, 2013.

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, 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 1357, 2130 EL Hoofddorp, the Netherlands; telephone +31 (0)88–6280–350; fax +31 (0)88–6280–111; email *technicalservices@fokker.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, WA. 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 MCAI, 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: 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.

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–2013–0674; Directorate Identifier 2012–NM–217–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 2012–0242, dated November 12, 2012 (referred to after this the Mandatory Continuing Airworthiness Information, or ''the MCAI''), to correct an unsafe condition for the specified products. The MCAI states:

> Prompted by an accident * * *, the FAA published Special Federal Aviation Regulation (SFAR) 88, and the Joint Aviation Authorities (JAA) published Interim Policy INT/POL/25/12.
> The design review conducted by Fokker Services on the Fokker 70 and Fokker 100 in response to these regulations revealed that no controlled bonding provisions are present on a number of critical locations, inside the fuel tank or connected to the fuel tank wall. This condition, if not corrected, may create an ignition source in the fuel tank vapour space, possibly resulting in a fuel tank explosion and consequent loss of the aeroplane.
> For the reasons described above, this [EASA] AD requires the installation of additional bonding provisions and, subsequently, the implementation of the associated Fuel Airworthiness Limitation Items (ALI) and Critical Design Configuration Control Limitations (CDCCL[s]) [and revising the maintenance program to incorporate the ALIs and CDCCLs].

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

The FAA has examined the underlying safety issues involved in fuel tank explosions on several large transport airplanes, including the adequacy of existing regulations, the service history of airplanes subject to those regulations, and existing maintenance practices for fuel tank systems. As a result of those findings, we issued a regulation titled ''Transport Airplane Fuel Tank System Design Review, Flammability Reduction and Maintenance and Inspection Requirements'' (66 FR 23086, May 7, 2001). In addition to new airworthiness standards for transport airplanes and new maintenance requirements, this rule included Special Federal Aviation Regulation No. 88 (''SFAR 88,'' Amendment 21–78, and subsequent Amendments 21–82 and 21–83).

Among other actions, SFAR 88 (66 FR 23086, May 7, 2001) requires certain type design (i.e., type certificate (TC) and supplemental type certificate (STC)) holders to substantiate that their fuel tank systems can prevent ignition sources in the fuel tanks. This requirement applies to type design holders for large turbine-powered transport airplanes and for subsequent modifications to those airplanes. It requires them to perform design reviews and to develop design changes and maintenance procedures if their designs do not meet the new fuel tank safety standards. As explained in the preamble to the rule, we intended to adopt