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**Effective Date**

(g) This amendment becomes effective on October 2, 2007.

Issued in Renton, Washington, on August 14, 2007.

**Stephen P. Boyd,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. E7-16674 Filed 8-27-07; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. FAA-2007-27687; Directorate Identifier 2000-NE-42-AD; Amendment 39-15179; AD 2007-07-07R1]

**RIN 2120-AA64**

**Airworthiness Directives; General Electric Company CF34-1A, -3A, -3A1, -3A2, -3B, and -3B1 Turbofan Engines**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** The FAA is revising an existing airworthiness directive (AD) for General Electric Company (GE) CF34-1A, -3A, -3A1, -3A2, -3B, and -3B1

turbofan engines. That AD currently requires a one-time inspection of certain fan disks for electrical arc-out indications, replacing fan disks with electrical arc-out indications, and reducing the life limit of certain fan disks. This AD results from a comment received on AD 2007-07-07, and from recently issued revisions to the applicable GE Alert Service Bulletins (ASBs). We are issuing this AD to prevent an uncontained fan disk failure and airplane damage.

**DATES:** Effective September 12, 2007. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of September 12, 2007.

We must receive any comments on this AD by October 29, 2007.

**ADDRESSES:** Use one of the following addresses to comment on this proposed AD.

- DOT Docket Web site: Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

- Government-wide rulemaking Web site: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- 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.

- Fax: (202) 493-2251.

You can get the service information identified in this AD from General Electric Company via Lockheed Martin

Technology Services, 10525 Chester Road, Suite C, Cincinnati, Ohio 45215; telephone (513) 672-8400; fax (513) 672-8422.

The Docket Operations office is located at U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Tara Chaidez, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: [tara.chaidez@faa.gov](mailto:tara.chaidez@faa.gov); telephone (781) 238-7773; fax (781) 238-7199.

**SUPPLEMENTARY INFORMATION:** On March 30, 2007, the FAA issued AD 2007-07-07, Amendment 39-15012 (72 FR 16998, April 6, 2007). That AD requires a onetime inspection of certain fan disks for electrical arc-out indications, replacing fan disks with electrical arc-out indications, and reducing the life limit of certain fan disks. That AD was the result of a report that in January 2007, a CF34-3B1 turbofan engine experienced an uncontained fan disk failure during flight operation. That condition, if not corrected, could result in an uncontained fan disk failure and airplane damage.

**Actions Since AD 2007-07-07 Was Issued**

Since AD 2007-07-07 was issued, we received a comment from Star Air A/S, requesting clarification of the compliance requirement in Table C, item (ii). We published Table C as follows:

TABLE C.—BUSINESS JET SHOP-LEVEL FAN DISK INSPECTION COMPLIANCE TIMES

| For fan disks  | Inspect   |
|--|---|
| (i) That have more than 5,500 flight hours on the effective date of this AD. | Within 500 flight hours after the effective date of this AD.  |
| (ii) That have 5,500 or fewer flight hours on the effective date of this AD. | Within accumulating a total of 6,000 fan disk operating hours-since-new, or 5 calendar years, whichever occurs first. |

The commenter asks if we intended to state “within 5 calendar years after the effective date of the AD”, or, “within 5

years-since-new.” We intended to state “within 5 years after the effective date

of the AD.” For clarification, we revised Table C as follows:

TABLE C.—BUSINESS JET SHOP-LEVEL FAN DISK INSPECTION COMPLIANCE TIMES

| For fan disks   | Inspect  |
|---|--|
| (i) That have not had a shop-level inspection and have more than 5,500 flight hours on the effective date of this AD. | Within 500 flight hours after the effective date of this AD.             |
| (ii) That have not had a shop-level inspection and have 5,500 or fewer flight hours on the effective date of this AD. | Within accumulating a total of 6,000 fan disk operating hours-since-new. |

TABLE C.—BUSINESS JET SHOP-LEVEL FAN DISK INSPECTION COMPLIANCE TIMES—Continued

| For fan disks  | Inspect  |
|--|--|
| (iii) That have had a shop-level inspection and have 5,500 or fewer flight hours on the effective date of this AD. | Within accumulating an additional 6,000 fan disk operating hours-since-shop-level inspection, or within 5 calendar years from the effective date of this AD, whichever occurs first. |

Also, since that AD was issued, GE issued revisions to the applicable ASBs to make document reference updates and accomplishment instruction updates. We reference these ASB revisions in this AD revision.

**Relevant Service Information**

We have reviewed and approved the technical contents of GE ASB No. CF34-BJ S/B 72-A0212, Revision 3, dated June 27, 2007, ASB No. CF34-AL S/B 72-A0233, Revision 3, dated June 27, 2007, and ASB No. CF34-AL S/B 72-A0231, Revision 1, dated June 27, 2007. All three ASBs list the affected fan disks by serial number and part number. The first two ASBs describe procedures for performing fluorescent penetrant inspection (FPI), a Tactile and Enhanced Visual (TEV) inspection, and eddy current inspection (ECI) for cracks and electrical arc-out defects. The third ASB describes procedures for performing an on-wing TEV inspection of fan disks for electrical arc-out defects.

**FAA’s Determination and Requirements of This AD**

The unsafe condition described previously is likely to exist or develop on other GE CF34-1A, -3A, -3A1, -3A2, -3B, and -3B1 turbofan engines of the same type design. We are issuing this AD to prevent an uncontained fan disk failure and airplane damage. This AD requires on-wing TEV inspection of fan disks for electrical arc-out defects on fan disks installed on regional jets within 500 flight hours after the effective date of this AD. This AD also requires for all affected fan disks shop-level FPI, enhanced TEV, and ECI inspections for cracks and electrical arc-out defects. This AD also carries forward from AD 2006-05-04 the reduced life limit for certain fan disks. You must use the service information described previously to perform the actions required by this AD.

**FAA’s Determination of the Effective Date**

Since an unsafe condition exists that requires the immediate adoption of this AD, we have found that notice and opportunity for public comment before issuing this AD are impracticable, and that good cause exists for making this

amendment effective in less than 30 days.

**Comments Invited**

This AD is a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment; however, we invite you to send us any written relevant data, views, or arguments regarding this AD. Send your comments to an address listed under **ADDRESSES**. Include “AD Docket No. FAA-2007-27687; Directorate Identifier 2000-NE-42-AD” in the subject line of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify it.

We will post all comments we receive, without change, to <http://dms.dot.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this AD. Using the search function of the DMS Web site, anyone can find and read the comments in any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review the DOT’s complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78) or you may visit <http://dms.dot.gov>.

**Examining the AD Docket**

You may examine the AD docket on the Internet at <http://dms.dot.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 AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone (800) 647-5527) is provided in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

**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 have 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 that this AD:

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 summary of the costs to comply with this AD and placed it in the AD Docket. You may get a copy of this summary at the address listed under **ADDRESSES**.

**List of Subjects in 14 CFR Part 39**

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

**Adoption of the Amendment**

Under the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (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 removing Amendment 39–15012 (72 FR 16998, April 6, 2007), and by adding a new airworthiness directive, Amendment 39–15179, to read as follows:

**2007–07–07R1 General Electric Company:** Amendment 39–15179. Docket No. FAA–2007–27687; Directorate Identifier 2000–NE–42–AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective September 12, 2007.

**Affected ADs**

(b) This AD revises AD 2007–07–07.

**Applicability**

(c) This AD applies to General Electric Company (GE) CF34–1A, –3A, –3A1, –3A2, –3B, and –3B1 turbofan engines, with fan disks part numbers (P/Ns) 5921T18G01, 5921T18G09, 5921T18G10, 5921T54G01, 5922T01G02, 5922T01G04, 5922T01G05, 6020T62G04, 6020T62G05, 6078T00G01, 6078T57G01, 6078T57G02, 6078T57G03, 6078T57G04, 6078T57G05, and 6078T57G06 installed. These engines are installed on, but

not limited to, Bombardier Canadair airplane models CL–600–2A12, –2B16, and –2B19.

**Unsafe Condition**

(d) This AD results from a comment received on AD 2007–07–07, and from GE recently issuing revisions to the applicable GE Alert Service Bulletins (ASBs). We are issuing this AD to prevent an uncontained fan disk failure and airplane damage.

**Compliance**

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

**Removal of Certain Fan Disks From Service**

(f) For fan disks listed by P/N and serial number (SN) in the following Table A that have fewer than 8,000 cycles-since-new (CSN) on the effective date of this AD, replace fan disks before accumulating 8,000 CSN:

**TABLE A.—FAN DISKS THAT REQUIRE REMOVAL BASED ON BLENDED CALLOUTS**

| Disk part No. | Disk serial No. |
|---------------|-----------------|
| 6078T57G02    | GAT6306N        |
| 6078T00G01    | GAT3860G        |
| 6078T57G02    | GAT1924L        |
| 5922T01G04    | GAT9599G        |
| 6078T57G04    | GEE05831        |
| 6078T57G04    | GEE06612        |
| 6078T57G04    | GEE06618        |
| 6078T57G04    | GEE06974        |

**TABLE A.—FAN DISKS THAT REQUIRE REMOVAL BASED ON BLENDED CALLOUTS—Continued**

| Disk part No. | Disk serial No. |
|---------------|-----------------|
| 6078T57G04    | GEE06980        |
| 6078T57G05    | GEE143FY        |
| 6078T57G05    | GEE1453G        |
| 6078T57G05    | GEE14452        |
| 6078T57G05    | GEE145NA        |
| 6078T57G04    | GEE08086        |
| 6078T57G04    | GEE09287        |
| 6078T57G04    | GEE09337        |
| 6078T57G05    | GEE12720        |
| 6078T57G05    | GEE14214        |
| 6078T57G05    | GEE142YT        |
| 6078T57G05    | GEE146GT        |

(g) For fan disks listed in Table A of this AD that have 8,000 CSN or more on the effective date of this AD, replace the disk within 15 days after the effective date of this AD.

**Inspections of Fan Disks Installed in Regional Jet Airplanes**

(h) For CF34–3A1 and CF34–3B1 turbofan engines installed on Bombardier Canadair CL600–2B19 Regional Jet airplanes:

**On-Wing Tactile and Enhanced Visual (TEV) Inspection**

(1) On-wing TEV inspect the fan disks listed by P/N and SN in Table 1 of GE ASB No. CF34–AL S/B 72–A0231, Revision 1, dated June 27, 2007, using the compliance times specified in the following Table B:

**TABLE B.—REGIONAL JET ON-WING FAN DISK INSPECTION COMPLIANCE TIMES**

| For fan disks   | Inspect  |
|---|--|
| (i) That have not had a shop-level inspection   | Within 500 flight hours after the effective date of this AD. |
| (ii) That are marked with an asterisk in Table 1 of GE ASB No. CF34–AL S/B 72–A0231, Revision 1, dated June 27, 2007. | Within 500 flight hours after the effective date of this AD. |

(2) Use paragraphs 3.A. through 3.A.(13) of the Accomplishment Instructions of GE ASB No. CF34–AL S/B 72–A0231, Revision 1, dated June 27, 2007, to do the inspection.

**Shop-Level Inspection**

(3) Within 5,000 flight hours or 5 calendar years after the effective date of this AD, whichever occurs first, fluorescent penetrant inspect (FPI), TEV inspect, and eddy current inspect (ECI) at shop-level for cracks and electrical arc-out defects on the fan disks listed by P/N and SN in Table 1 of GE ASB No. CF34–AL S/B 72–A0233, Revision 3, dated June 27, 2007.

(4) Use paragraphs 3.A.(1) through 3.A.(6) of the Accomplishment Instructions of GE

ASB No. CF34–AL S/B 72–A0233, Revision 3, dated June 27, 2007, to do the inspections.

**Shop-Level Inspection Exemption**

(5) Fan disks are exempt from the shop-level inspection, that meet the following criteria:

(i) Fan disks inspected before the effective date of this AD per GE Engine Manual No. SEL–756, Section 72–21–00 (FAN ROTOR ASSEMBLY INSPECTION); and

(ii) That have accumulated no more than 100 cycles since that inspection; and

(iii) That pass the on-wing TEV inspection in paragraph (h)(2) of this AD.

**Inspection of Fan Disks Installed in Business Jet Airplanes**

(i) For CF34–1A, –3A, –3A1, –3A2, and –3B turbofan engines installed on Bombardier Canadair Models CL–600–2A12 (CL–601), CL–600–2B16 (CL–601–3A), (CL–601–3R), and (CL–604) Business Jet airplanes:

(1) FPI, TEV inspect, and ECI for cracks and electrical arc-out defects at shop-level on the fan disks listed by P/N and SN in Table 1 of GE ASB No. CF34–BJ S/B 72–A0212, Revision 3, dated June 27, 2007, using the compliance times specified in the following Table C:

**TABLE C.—BUSINESS JET SHOP-LEVEL FAN DISK INSPECTION COMPLIANCE TIMES**

| For fan disks   | Inspect  |
|---|--|
| (i) That have not had a shop-level inspection and have more than 5,500 flight hours on the effective date of this AD. | Within 500 flight hours after the effective date of this AD.             |
| (ii) That have not had a shop-level inspection and have 5,500 or fewer flight hours on the effective date of this AD. | Within accumulating a total of 6,000 fan disk operating hours-since-new. |

TABLE C.—BUSINESS JET SHOP-LEVEL FAN DISK INSPECTION COMPLIANCE TIMES—Continued

| For fan disks  | Inspect  |
|--|--|
| (iii) That have had a shop-level inspection and have 5,500 or fewer flight hours on the effective date of this AD. | Within accumulating an additional 6,000 fan disk operating hours-since-shop-level inspection, or within 5 calendar years from the effective date of this AD, whichever occurs first. |

(2) Use paragraphs 3.A. through 3.A.(10) of the Accomplishment Instructions of GE ASB No. CF34–BJ S/B 72–A0212, Revision 3, dated June 27, 2007, to do the inspections.

**Reporting Requirements**

(j) Under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD, and has assigned OMB Control Number 2120–0056.

(1) Report the results of the on-wing inspections performed in paragraph (h)(2) of this AD by following the instructions in paragraph 3.A.(14) of the Accomplishment Instructions of GE ASB No. CF34–AL S/B 72–A0231, Revision 1, dated June 27, 2007.

(2) Report the results of the shop-level inspections performed in paragraph (h)(4) of this AD by following the instructions in paragraph 3.A.(3)(b)11 of the Accomplishment Instructions of GE ASB No. CF34–AL S/B 72–A0233, Revision 3, dated June 27, 2007.

(3) Report the results of the shop-level inspections performed in paragraph (i)(2) of

this AD by following the instructions in paragraph 3.A.(3)(b)11 of the Accomplishment Instructions of GE ASB No. CF34–AL S/B 72–A0212, Revision 3, dated June 27, 2007.

**Previous Credit**

(k) Credit is allowed for:  
 (1) Fan disks previously shop-level inspected before the effective date of this AD using GE ASB No. CF34–AL S/B 72–A0233, dated March 7, 2007, Revision 1, dated March 16, 2007, or Revision 2, dated March 22, 2007; and GE ASB No. CF34–BJ S/B 72–A0212, dated March 7, 2007, Revision 1, dated March 16, 2007, or Revision 2, dated March 22, 2007.

(2) Fan disks previously on-wing TEV inspected before the effective date of this AD using GE ASB No. CF34–AL S/B 72–A0231, dated March 7, 2007.

**Alternative Methods of Compliance**

(l) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

**Related Information**

(m) Emergency AD 2007–04–51 and AD 2007–05–16 also pertain to the subject of this AD.

**Material Incorporated by Reference**

(n) You must use the General Electric Company Alert Service Bulletins listed in Table D of this AD to perform the inspections required by this AD. The Director of the Federal Register approved the incorporation by reference of the documents listed in Table D of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get a copy from General Electric Company via Lockheed Martin Technology Services, 10525 Chester Road, Suite C, Cincinnati, Ohio 45215; telephone (513) 672–8400; fax (513) 672–8422. You can review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or 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/cfr/ibr-locations.html>.

TABLE D.—INCORPORATION BY REFERENCE

| Alert service bulletin no.                    | Page number | Revision | Date           |
|---|-------------|----------|----------------|
| CF34–AL S/B 72–A0231 .....<br>Total Pages: 94 | All .....   | 1        | June 27, 2007. |
| CF34–AL S/B 72–A0233 .....<br>Total Pages: 92 | All .....   | 3        | June 27, 2007. |
| CF34–BJ S/B 72–A0212 .....<br>Total Pages: 96 | All .....   | 3        | June 27, 2007. |

Issued in Burlington, Massachusetts, on August 16, 2007.

**Peter A. White,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. E7–16554 Filed 8–27–07; 8:45 am]

BILLING CODE 4910–13–P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

**[Docket No. FAA–2007–28282; Directorate Identifier 2007–NM–068–AD; Amendment 39–15169; AD 2007–17–11]**

**RIN 2120–AA64**

**Airworthiness Directives; McDonnell Douglas Model 717–200 Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain McDonnell Douglas Model 717–200

airplanes. This AD requires installing in-line fuel float switch fuses and wire protection at the left, right, and center forward spars. This AD results from a design review of the fuel tank systems conducted by the manufacturer. We are issuing this AD to prevent the potential for ignition sources inside fuel tanks caused by latent failures, alterations, repairs, or maintenance actions, which, in combination with flammable fuel vapors, could result in fuel tank explosions and consequent loss of the airplane.

**DATES:** This AD becomes effective October 2, 2007.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of October 2, 2007.