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This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2010-0220; Directorate Identifier 2008-NM-166-AD; Amendment 39-16342; AD 2010-13-11]

RIN 2120-AA64

Airworthiness Directives; Fokker Services B.V. Model F.28 Mark 0070 and 0100 Airplanes

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

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for the products listed above. This AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

Due to their position on the aeroplane, fuel fire shut-off valve actuators P/N [part number] 9409122 are susceptible to freezing, which has an adverse effect on the operation of the valve. Also, due to various causes, the failure rate of [fuel fire shut-off valve] actuator P/N 9409122 is higher than expected. Failure or freezing of the actuator may prevent the flight crew to close the fuel fire shut-off valve in case of an engine fire.

Due to their position on the aeroplane, fuel crossfeed valve actuators P/N 9409122 are susceptible to freezing, which has an adverse effect on the operation of the valve. This condition, if not corrected, may generate fuel asymmetry alerts when a valve remains in the open position after being selected closed. It may also prevent the flight crew from correcting a fuel asymmetry when a valve remains in the closed position after being selected open. One event was reported where, due to such problems, the flight crew

shut down an engine in-flight and diverted the aircraft.

* * * [D]ue to their position on the aircraft, ice may form on actuators P/N 9409122 installed on fuel crossfeed valves and fuel fire shut-off valves. Tests revealed that the ice can prevent the actuator and thus the valve from operating in flight (frozen stuck).

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

DATES: This AD becomes effective July 28, 2010.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of July 28, 2010.

ADDRESSES: You may examine the AD docket on the Internet at <http://www.regulations.gov> or in person at the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC.

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:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the **Federal Register** on March 9, 2010 (75 FR 10696). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

In-service experience revealed that, due to their position on the aircraft, ice may form on actuators P/N 9409122 installed on fuel crossfeed valves and fuel fire shut-off valves. Tests revealed that the ice can prevent the actuator and thus the valve from operating in flight (frozen stuck). A new actuator is being developed by Fokker Services. However, an airworthiness assessment revealed that interim actions are required for actuators p/n 9409122 installed on fuel crossfeed valves and fuel fire shut-off valves until the new actuators are installed. Fokker Services have issued Service Bulletin (SB) SBF100-28-049 to introduce interim actions that will reduce the probability that fuel crossfeed and fuel

fire shut-off valves equipped with actuators p/n 9409122 do not operate due to ice. The interim actions consist of an operational check of the actuators and the application of a grease layer on the actuators, followed by a weekly visual check of the applied grease layer and a 4-weekly operational check of the actuators.

For the reasons stated above, this Airworthiness Directive (AD) requires compliance with instructions contained in the referenced SB. This AD has been re-published to correct typographical errors in the 'Remarks' section, where the word 'Proposed' should have been deleted.

EASA AD 2009-0116 states:

Due to their position on the aeroplane, fuel crossfeed valve actuators P/N 9409122 are susceptible to freezing, which has an adverse effect on the operation of the valve. This condition, if not corrected, may generate fuel asymmetry alerts when a valve remains in the open position after being selected closed. It may also prevent the flight crew from correcting a fuel asymmetry when a valve remains in the closed position after being selected open. One event was reported where, due to such problems, the flight crew shut down an engine in-flight and diverted the aircraft.

Aeroplanes with serial numbers 11244 through 11441 were delivered from the production line with actuators P/N 9401037 ("chimney type") installed. However, on some aeroplanes, these actuators have subsequently been replaced in service with actuators P/N 9409122 (using mounting blocks P/N 7923505) on one or both fuel crossfeed valves. As a result, those aeroplanes are also affected by this unsafe condition.

To address and correct this unsafe condition, EASA issued AD 2008-0126 that required the replacement of all P/N 9409122 fuel crossfeed valve actuators in accordance with Fokker Services SBF100-28-046 with new actuators developed by the manufacturer Eaton Aerospace, P/N 53-0013, which have improved reliability and are less susceptible to freezing.

Following the introduction of actuator P/N 53-0013 in service, Eaton Aerospace reported manufacturing and design errors on actuators with P/N 53-0013. As a result of these errors, the top-cap of the actuator may become loose, possibly leading to actuator failure. Eaton Aerospace has eliminated these problems by introducing a new actuator P/N 53-0027 and Fokker Services have published SBF100-28-061 to introduce these improved actuators on aeroplanes.

As the compliance time of EASA AD 2008-0126 has not yet expired, both P/N 9409122 and P/N 53-0013 fuel crossfeed valve actuators can currently be installed on aeroplanes affected by this AD.

For the reasons described above, this EASA AD retains the requirements of AD 2008-

0126, which is superseded, and adds the requirement to install the new P/N 53-0027 actuators. This AD also allows direct installation of P/N 53-0027 on aeroplanes that are still in pre-SBF100-28-046 configuration, provided this is done within the compliance time as established for that SB in AD 2008-0126 and retained by this new AD.

EASA AD 2009-0168 states:

Due to their position on the aeroplane, fuel fire shut-off valve actuators P/N 9409122 are susceptible to freezing, which has an adverse effect on the operation of the valve. Also, due to various causes, the failure rate of actuator P/N 9409122 is higher than expected. Failure or freezing of the actuator may prevent the flight crew to close the fuel fire shut-off valve in case of an engine fire.

Aeroplanes serial numbers 11244 through 11441 were delivered from the production line with actuators P/N 9401037 ("chimney type") installed. However, on some aeroplanes, these actuators have subsequently been replaced in service with actuators P/N 9409122 (using mounting blocks P/N 7923505) on one or both fuel fire shut-off valves. As a result, those aeroplanes are also affected by this unsafe condition.

To address and correct this unsafe condition, EASA issued AD 2008-0193, requiring the replacement of all P/N 9409122 fuel fire shut-off valve actuators with new actuators developed by the manufacturer Eaton Aerospace, P/N 53-0013, which have improved reliability and are less susceptible to freezing.

Following the introduction of actuator P/N 53-0013 in service, Eaton Aerospace reported manufacturing and design errors on actuators with P/N 53-0013. As a result of these errors, the top-cap of the actuator may become loose, possibly leading to actuator failure. Eaton Aerospace has eliminated these problems by introducing a new actuator P/N 53-0027 and Fokker Services have published SBF100-76-020 to introduce these improved actuators on aeroplanes.

As a consequence of EASA AD 2008-0193, both P/N 9409122 and P/N 53-0013 fuel fire shut-off valve actuators are currently installed on aeroplanes affected by this AD.

For the reasons described above, this EASA AD supersedes AD 2008-0193 and requires the installation of new P/N 53-0027 actuators. This AD also prohibits the installation of P/N 53-0013 actuators in accordance with SBF100-76-018 (which has been cancelled), as previously required by EASA AD 2008-0193.

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

Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM or on the determination of the cost to the public.

Conclusion

We reviewed the available data and determined that air safety and the

public interest require adopting the AD as proposed.

Differences Between This AD and the MCAI or Service Information

We have reviewed the MCAI and related service information and, in general, agree with their substance. But we might have found it necessary to use different words from those in the MCAI to ensure the AD is clear for U.S. operators and is enforceable. In making these changes, we do not intend to differ substantively from the information provided in the MCAI and related service information.

We might also have required different actions in this AD from those in the MCAI in order to follow our FAA policies. Any such differences are highlighted in a NOTE within the AD.

Costs of Compliance

We estimate that this AD will affect 2 products of U.S. registry. We also estimate that it will take about 23 work-hours per product to comply with the basic requirements of this AD. The average labor rate is \$85 per work-hour. Required parts will cost about \$29,800 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 parts. 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 this AD to the U.S. operators to be \$63,510, or \$31,755 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 AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify this AD:

1. Is not a "significant regulatory action" under Executive Order 12866;
2. Is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and
3. Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD docket.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains the NPRM, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone (800) 647-5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

List of Subjects in 14 CFR Part 39

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

Adoption of the Amendment

- Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

- 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

- 2. The FAA amends § 39.13 by adding the following new AD:

2010-13-11 Fokker Services B.V.:

Amendment 39-16342. Docket No. FAA-2010-0220; Directorate Identifier 2008-NM-166-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective July 28, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Fokker Services B.V. Model F.28 Mark 0070 and Mark 0100 airplanes, certificated in any category, all serial numbers, if an actuator having part number (P/N) 9409122 or P/N 53-0013 is installed on one or both fuel crossfeed valves or one or both fuel fire shut-off valves.

Subject

(d) Air Transport Association (ATA) of America Code 28 and 76: Fuel and Engine Controls, respectively.

Reason

(e) The mandatory continuing airworthiness information (MCAI) consists of three EASA ADs: 2007-0122, dated May 3, 2007 (corrected May 7, 2007); 2009-0116, dated May 29, 2009; and MCAI 2009-0168, dated August 3, 2009. EASA AD 2007-0122 states:

In-service experience revealed that, due to their position on the aircraft, ice may form on actuators P/N 9409122 installed on fuel crossfeed valves and fuel fire shut-off valves. Tests revealed that the ice can prevent the actuator and thus the valve from operating in flight (frozen stuck). A new actuator is being developed by Fokker Services. However, an airworthiness assessment revealed that interim actions are required for actuators p/n 9409122 installed on fuel crossfeed valves and fuel fire shut-off valves until the new actuators are installed. Fokker Services have issued Service Bulletin (SB) SBF100-28-049 to introduce interim actions that will reduce the probability that fuel crossfeed and fuel fire shut-off valves equipped with actuators p/n 9409122 do not operate due to ice. The interim actions consist of an operational check of the actuators and the application of a grease layer on the actuators, followed by a weekly visual check of the applied grease layer and a 4-weekly operational check of the actuators.

For the reasons stated above, this Airworthiness Directive (AD) requires compliance with instructions contained in the referenced SB. This AD has been republished to correct typographical errors in the 'Remarks' section, where the word 'Proposed' should have been deleted.

EASA AD 2009-0116 states:

Due to their position on the aeroplane, fuel crossfeed valve actuators P/N 9409122 are susceptible to freezing, which has an adverse effect on the operation of the valve. This condition, if not corrected, may generate fuel asymmetry alerts when a valve remains in the open position after being selected closed. It may also prevent the flight crew from correcting a fuel asymmetry when a valve remains in the closed position after being selected open. One event was reported where, due to such problems, the flight crew shut down an engine in-flight and diverted the aircraft.

Aeroplanes with serial numbers 11244 through 11441 were delivered from the production line with actuators P/N 9401037 ("chimney type") installed. However, on some aeroplanes, these actuators have

subsequently been replaced in service with actuators P/N 9409122 (using mounting blocks P/N 7923505) on one or both fuel crossfeed valves. As a result, those aeroplanes are also affected by this unsafe condition.

To address and correct this unsafe condition, EASA issued AD 2008-0126 that required the replacement of all P/N 9409122 fuel crossfeed valve actuators in accordance with Fokker Services SBF100-28-046 with new actuators developed by the manufacturer Eaton Aerospace, P/N 53-0013, which have improved reliability and are less susceptible to freezing.

Following the introduction of actuator P/N 53-0013 in service, Eaton Aerospace reported manufacturing and design errors on actuators with P/N 53-0013. As a result of these errors, the top-cap of the actuator may become loose, possibly leading to actuator failure. Eaton Aerospace has eliminated these problems by introducing a new actuator P/N 53-0027 and Fokker Services have published SBF100-28-061 to introduce these improved actuators on aeroplanes.

As the compliance time of EASA AD 2008-0126 has not yet expired, both P/N 9409122 and P/N 53-0013 fuel crossfeed valve actuators can currently be installed on aeroplanes affected by this AD.

For the reasons described above, this EASA AD retains the requirements of AD 2008-0126, which is superseded, and adds the requirement to install the new P/N 53-0027 actuators. This AD also allows direct installation of P/N 53-0027 on aeroplanes that are still in pre-SBF100-28-046 configuration, provided this is done within the compliance time as established for that SB in AD 2008-0126 and retained by this new AD.

EASA AD 2009-0168 states:

Due to their position on the aeroplane, fuel fire shut-off valve actuators P/N 9409122 are susceptible to freezing, which has an adverse effect on the operation of the valve. Also, due to various causes, the failure rate of actuator P/N 9409122 is higher than expected. Failure or freezing of the actuator may prevent the flight crew to close the fuel fire shut-off valve in case of an engine fire.

Aeroplanes serial numbers 11244 through 11441 were delivered from the production line with actuators P/N 9401037 ("chimney type") installed. However, on some aeroplanes, these actuators have subsequently been replaced in service with actuators P/N 9409122 (using mounting blocks P/N 7923505) on one or both fuel fire shut-off valves. As a result, those aeroplanes are also affected by this unsafe condition.

To address and correct this unsafe condition, EASA issued AD 2008-0193, requiring the replacement of all P/N 9409122 fuel fire shut-off valve actuators with new actuators developed by the manufacturer Eaton Aerospace, P/N 53-0013, which have improved reliability and are less susceptible to freezing.

Following the introduction of actuator P/N 53-0013 in service, Eaton Aerospace reported manufacturing and design errors on actuators with P/N 53-0013. As a result of these errors, the top-cap of the actuator may become loose, possibly leading to actuator failure. Eaton

Aerospace has eliminated these problems by introducing a new actuator P/N 53-0027 and Fokker Services have published SBF100-76-020 to introduce these improved actuators on aeroplanes.

As a consequence of EASA AD 2008-0193, both P/N 9409122 and P/N 53-0013 fuel fire shut-off valve actuators are currently installed on aeroplanes affected by this AD.

For the reasons described above, this EASA AD supersedes AD 2008-0193 and requires the installation of new P/N 53-0027 actuators. This AD also prohibits the installation of P/N 53-0013 actuators in accordance with SBF100-76-018 (which has been cancelled), as previously required by EASA AD 2008-0193.

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.

Inspections and Tests for Fuel Crossfeed Valves and Fuel Fire Shut-Off Valves

(g) For airplanes with an actuator having P/N 9409122 on one or both fuel crossfeed valves or one or both fuel fire shut-off valves: Within 30 days after the effective date of this AD, perform an operational test of, and application of grease on, the left-hand (LH) and right-hand (RH) fuel crossfeed valve actuators and fuel fire shut off valve actuators, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-28-049, dated April 3, 2007.

(h) For airplanes equipped with an actuator having P/N 9409122 on one or both fuel crossfeed valves or one or both fuel fire shut-off valves: Within 7 days after completion of the actions required by paragraph (g) of this AD, and thereafter at intervals not to exceed 7 days, perform a general visual inspection of the applied grease layer on the LH and RH fuel crossfeed valve actuators and fuel fire shut off valve actuators, in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-28-049, dated April 3, 2007. If the layer of grease on any valve actuator is found to be less than 2 to 3 millimeters, before further flight, reapply grease, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-28-049, dated April 3, 2007.

(i) For airplanes equipped with an actuator having P/N 9409122 on one or both fuel crossfeed valves or one or both fuel fire shut-off valves: Within 28 days after completion of the actions required by paragraph (g) of this AD, and thereafter at intervals not to exceed 28 days, perform an operational test of the LH and RH fuel crossfeed valve actuators and fuel fire shut off valve actuators, in accordance with Part 3 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-28-049, dated April 3, 2007.

(j) During any of the tests required by paragraphs (g) and (i) of this AD, if a fuel fire shut-off valve actuator fails the operational test, before further flight, do the action specified in paragraph (j)(1) or (j)(2) of this AD.

(1) Do the replacement specified in paragraph (l) of this AD.

(2) Replace the valve actuator with a serviceable part having P/N 9409122, using a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (or its delegated agent).

Note 1: Guidance on replacing the valve actuator with a serviceable part can be found in the Fokker 70/100 Aircraft Maintenance Manual.

(k) During any of the tests required by paragraphs (g) and (i) of this AD, if a fuel crossfeed valve actuator fails the operational test, before further flight, do the action specified in paragraph (k)(1) or (k)(2) of this AD.

(1) Do the replacement specified in paragraph (o) of this AD.

(2) Replace the valve actuator with a serviceable part having P/N 9409122, using a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA (or its delegated agent).

Note 2: Guidance on replacing the valve actuator with a serviceable part can be found in the Fokker 70/100 Aircraft Maintenance Manual.

Replacement of Fuel Fire Shut-Off Valves

(l) For airplanes equipped with an actuator having P/N 9409122 on one or both fuel fire shut-off valves: Except as required by paragraph (j) of this AD, within 15 months after the effective date of this AD, replace each fuel fire shut-off valve actuator having P/N 9409122 with a fuel fire shut-off valve actuator having P/N 53-0027 and accomplish the associated modifications, in accordance with Part 1A or 1B, as applicable, of the Accomplishment Instructions of Fokker Service Bulletin SBF100-76-020, dated April 20, 2009. After installation of fuel fire shut-off valve actuators having P/N 53-0027 on an airplane, the requirements of paragraphs (g), (h), and (i) of this AD no longer apply to the fuel fire shut-off valve actuators installed on that airplane.

(m) For airplanes equipped with an actuator having P/N 53-0013 on one or both fuel fire shut-off valves: Within 15 months after the effective date of this AD, replace each fuel fire shut-off valve actuator having P/N 53-0013 with a fuel fire shut-off valve actuator having P/N 53-0027, in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-76-020, dated April 20, 2009.

(n) As of the effective date of this AD, do not install a fuel fire shut-off valve actuator having P/N 53-0013 on any airplane.

Replacement of Fuel Crossfeed Valves

(o) For airplanes equipped with an actuator having P/N 9409122 on one or both fuel crossfeed valves: Do the actions specified in paragraph (o)(1) or (o)(2) of this AD.

(1) Except as specified in paragraph (k)(1) of this AD, within 12 months after the

effective date of this AD, replace each fuel crossfeed valve actuator having P/N 9409122 with a fuel crossfeed valve actuator having P/N 53-0013, and before further flight, accomplish the associated modifications, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-28-046, dated March 27, 2008; and do the replacement required by paragraph (p) of this AD at the time specified in paragraph (p) of this AD. After installing fuel crossfeed valve actuators having P/N 53-0013 on an airplane, the requirements of paragraphs (g), (h), and (i) of this AD no longer apply to the fuel crossfeed valve actuators installed on that airplane.

(2) Within 12 months after the effective date of this AD, replace each fuel crossfeed valve actuator having P/N 9409122 with a fuel crossfeed valve actuator having P/N 53-0027, in accordance with Part 1A or 1B, as applicable, of the Accomplishment Instructions of Fokker Service Bulletin SBF100-28-061, dated April 20, 2009. After installing fuel crossfeed valve actuators having P/N 53-0027 on an airplane, the requirements of paragraphs (g), (h), and (i) of this AD no longer apply to the fuel crossfeed valve actuators installed on that airplane.

(p) For airplanes equipped with an actuator having P/N 53-0013 on one or both fuel crossfeed valves: Within 18 months after the effective date of this AD, replace each fuel crossfeed valve actuator having P/N 53-0013 with a fuel crossfeed valve actuator having P/N 53-0027, in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-28-061, dated April 20, 2009. After installing fuel crossfeed valve actuators having P/N 53-0027 on an airplane, the requirements of paragraphs (g), (h), and (i) of this AD no longer apply to the fuel crossfeed valve actuators installed on that airplane.

(q) After accomplishing the actions specified in paragraph (p) of this AD, do not install any fuel crossfeed valve actuator having P/N 53-0013 on any airplane.

FAA AD Differences

Note 3: This AD differs from the MCAI and/or service information as follows: Although paragraph (5) of EASA AD 2007-0122, dated May 3, 2007, allows operating the airplane in accordance with the Master Minimum Equipment List (MMEL) Item 28-23-1 of MMEL Fokker 70/MMEL Fokker 100, paragraph (l) of this AD requires replacing affected valves before further flight.

Other FAA AD Provisions

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

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: 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. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) *Reporting Requirements:* For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(s) Refer to MCAI European Aviation Safety Agency Airworthiness Directives 2009-0168, dated August 3, 2009, 2009-0116, dated May 29, 2009, and 2007-0122, dated May 3, 2007 (corrected May 7, 2007); and the Fokker service bulletins specified in Table 1 of this AD; for related information.

TABLE 1—RELATED SERVICE INFORMATION

Fokker service bulletin—	Dated—
SBF100-28-046	March 27, 2008.
SBF100-28-049	April 3, 2007.
SBF100-28-061	April 20, 2009.
SBF100-76-020	April 20, 2009.

Material Incorporated by Reference

(t) You must use the service information contained in Table 2 of this AD, as applicable, to do the actions required by this AD, unless the AD specifies otherwise.

TABLE 2—MATERIAL INCORPORATED BY REFERENCE

Fokker service bulletin—	Dated—
SBF100-28-046, including the drawings identified in Table 3 of this AD.	March 27, 2008.
SBF100-28-049	April 3, 2007.
SBF100-28-061, including the drawings identified in Table 4 of this AD.	April 20, 2009.
SBF100-76-020, including the drawings identified in Table 5 of this AD.	April 20, 2009.

TABLE 3—DRAWINGS INCLUDED IN FOKKER SERVICE BULLETIN SBF100–28–046

Fokker Drawing—	Sheet—	Issue—	Dated—
W41194	007	D	March 27, 2008.
W41194	008	D	March 27, 2008.

TABLE 4—DRAWINGS INCLUDED IN FOKKER SERVICE BULLETIN SBF100–28–061

Fokker Drawing—	Sheet—	Issue—	Dated—
W41194	007	D	April 20, 2009.
W41194	008	D	April 20, 2009.

TABLE 5—DRAWINGS INCLUDED IN FOKKER SERVICE BULLETIN SBF100–76–020

Fokker Drawing—	Sheet—	Issue—	Dated—
W41460	002	Original	April 20, 2009.
W41460	003	Original	April 20, 2009.
W59170	12	AC	March 20, 2008.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Fokker Services B.V., Technical Services Dept., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands; telephone +31 (0)252–627–350; fax +31 (0)252–627–211; e-mail technicalservices.fokkerservices@stork.com; Internet <http://www.myfokkerfleet.com>.

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

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington on June 16, 2010.

Robert D. Breneman,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010–15056 Filed 6–22–10; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2010–0280; Directorate Identifier 2009–NM–259–AD; Amendment 39–16334; AD 2010–13–03]

RIN 2120–AA64

Airworthiness Directives; The Boeing Company Model 777–200LR and –300ER Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain Model 777–200LR and –300ER series airplanes. This AD requires doing a high frequency eddy current inspection for cracking of the keyway of the fuel tank access door cutout on the left and right wings between wing rib numbers 8 (wing station 387) and 9 (wing station 414.5), and related investigative and corrective actions if necessary. This AD results from reports of cracks emanating from the keyway of the fuel tank access door cutout of the lower wing skin between wing rib numbers 8 and 9. We are issuing this AD to prevent loss of the lower wing skin load path, which could cause catastrophic structural failure of the wing.

DATES: This AD is effective July 28, 2010.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of July 28, 2010.

ADDRESSES: For service information identified in this AD, contact Boeing

Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H–65, Seattle, Washington 98124–2207; telephone 206–544–5000, extension 1; fax 206–766–5680; e-mail me.boecom@boeing.com; Internet <https://www.myboeingfleet.com>.

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 AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (telephone 800–647–5527) is the Document Management Facility, 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:

Duong Tran, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 917–6452; fax (425) 917–6590.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an airworthiness directive (AD) that would apply to certain Model 777–200LR and –300ER series airplanes. That NPRM was published in the **Federal Register** on April 2, 2010 (75 FR 16683). That NPRM proposed to require doing a high frequency eddy current inspection for