

period to allow additional time for the preparation of their comments. DOE has determined that a brief extension of the public comment period is appropriate to allow stakeholders additional time to submit comments to DOE for consideration as the proposed rule is developed. DOE will consider any comments received by July 9, 2010 and deems any comments received between publication of the **Federal Register** notice and July 9, 2010 to be timely submitted.

#### Further Information on Submitting Comments

Under 10 CFR 1004.11, any person submitting information that he or she believes to be confidential and exempt by law from public disclosure should submit two copies: one copy of the document including all the information believed to be confidential, and one copy of the document with the information believed to be confidential deleted. DOE will make its own determination about the confidential status of the information and treat it according to its determination.

Factors of interest to DOE when evaluating requests to treat submitted information as confidential include (1) a description of the items, (2) whether and why such items are customarily treated as confidential within the industry, (3) whether the information is generally known by or available from other sources, (4) whether the information has previously been made available to others without obligation concerning its confidentiality, (5) an explanation of the competitive injury to the submitting person which would result from public disclosure, (6) when such information might lose its confidential character due to the passage of time, and (7) why disclosure of the information would be contrary to the public interest.

Issued in Washington, DC, on June 11, 2010.

**Cathy Zoi,**

*Assistant Secretary, Energy Efficiency and Renewable Energy.*

[FR Doc. 2010-14755 Filed 6-17-10; 8:45 am]

BILLING CODE 6450-01-P

## DEPARTMENT OF ENERGY

### 10 CFR Parts 433 and 435

[Docket No. EE-RM/STD-02-112]

RIN 1904-AC13

#### Energy Efficiency and Sustainable Design Standards for New Federal Buildings

**AGENCY:** Office of Energy Efficiency and Renewable Energy, Department of Energy.

**ACTION:** Proposed rulemaking; extension of comment period.

**SUMMARY:** The U.S. Department of Energy (DOE) published a document in the **Federal Register** on May 28, 2010, concerning a public meeting and availability of the notice of proposed rulemaking (NPR) regarding the application of sustainable design principals with respect to the siting, design, and construction of new Federal buildings. This notice extends the comment period to August 12, 2010.

**DATES:** DOE will hold a public meeting in Washington, DC, on Wednesday, July 28, 2010, beginning at 9 a.m. DOE must receive requests to speak at the meeting before 4 p.m., Wednesday, July 14, 2010. DOE must receive a signed original and an electronic copy of statements to be given at the public meeting before 4 p.m., Wednesday, July 21, 2010. Written comments on the NPR are welcome, especially following the public meeting, and should be submitted by Thursday, August 12, 2010.

**ADDRESSES:** The public meeting will be held at the U.S. Department of Energy, Forrestal Building, Room 8E-089, 1000 Independence Avenue, SW., Washington, DC 20585-0121. To attend the public meeting, please notify Ms. Brenda Edwards at (202) 586-2945. Please note that foreign nationals participating in the public meeting are subject to advance security screening procedures, requiring a 30-day advance notice. If you are a foreign national and wish to participate in the public meeting, please inform DOE as soon as possible by contacting Ms. Brenda Edwards at (202) 586-2945 so that the necessary procedures can be completed.

**FOR FURTHER INFORMATION CONTACT:** Cyrus Nasser, U.S. Department of Energy, Office of Energy Efficiency and Renewable Energy, Federal Energy Management Program, EE-2L, 1000 Independence Avenue, SW., Washington, DC 20585-0121, (202) 586-9138, e-mail: [Cyrus.Nasser@ee.doe.gov](mailto:Cyrus.Nasser@ee.doe.gov), or Ami Grace-Tardy, U.S. Department of Energy, Office of the General Counsel,

Forrestal Building, GC-71, 1000 Independence Avenue, SW., Washington, DC 20585, (202) 586-5709, e-mail: [Ami.Grace-Tardy@hq.doe.gov](mailto:Ami.Grace-Tardy@hq.doe.gov).

**SUPPLEMENTARY INFORMATION:** DOE published a document in the **Federal Register** on May 28, 2010 (75 FR 29933), concerning a public meeting and availability of the NPR regarding the application of sustainable design principals with respect to the siting, design, and construction of new Federal buildings. This document extends the comment period by 15 days to August 12, 2010.

The purpose of the July 28, 2010, public meeting is to discuss the NPR regarding the application of sustainable design principals with respect to the siting, design, and construction of new Federal buildings. For additional information regarding the NPR and the public meeting, including detailed instructions for the submission of comments and access to the docket to read background documents or comments received, please refer to the May 28, 2010 notice (75 FR 29933). The Department welcomes all interested parties, regardless of whether they participate in the public meeting, to submit written comments regarding matters addressed in the NPR, as well as any other related issues, by August 12, 2010.

Issued in Washington, DC on June 11, 2010.

**Cathy Zoi,**

*Assistant Secretary, Energy Efficiency and Renewable Energy.*

[FR Doc. 2010-14752 Filed 6-17-10; 8:45 am]

BILLING CODE 6450-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2010-0550; Directorate Identifier 2009-NM-124-AD]

RIN 2120-AA64

**Airworthiness Directives; Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) Airplanes; Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) Airplanes; Model CL-600-2D15 (Regional Jet Series 705) Airplanes; and Model CL-600-2D24 (Regional Jet Series 900) Airplanes**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** We propose to adopt a new airworthiness directive (AD) for the products listed above. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as: Two cases of a crack on a “dry” ADG [air driven generator] (Hamilton Sundstrand part number in the 761339 series), in the aft area of the strut and generator housing assembly, have been reported on CL-600-2B19 aircraft. The same part is also installed on CL-600-2C10, -2D15 and -2D24 aircraft. Investigation determined that the crack was in an area of the strut where the wall thickness of the casting was below specification, due to a manufacturing anomaly in a specific batch of ADGs. Structural failure and departure of the ADG during deployment could possibly result in damage to the aircraft structure. If deployment was activated by a dual engine shutdown, ADG structural failure would also result in loss of hydraulics for the flight controls. The proposed AD would require actions that are intended to address the unsafe condition described in the MCAI.

**DATES:** We must receive comments on this proposed AD by August 2, 2010.

**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 W12-40, 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this proposed AD, contact Bombardier, Inc., 400 Côte Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514-855-5000; fax 514-855-7401; e-mail [thd.crj@aero.bombardier.com](mailto:thd.crj@aero.bombardier.com); Internet <http://www.bombardier.com>. You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221.

## Examining the AD Docket

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

### FOR FURTHER INFORMATION CONTACT:

Craig Yates, Aerospace Engineer, Airframe and Mechanical Systems Branch, ANE-171, FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228-7355; fax (516) 794-5531.

### SUPPLEMENTARY INFORMATION:

#### Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include “Docket No. FAA-2010-0550; Directorate Identifier 2009-NM-124-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 have lengthened the 30-day comment period for proposed ADs that address MCAI originated by aviation authorities of other countries to provide adequate time for interested parties to submit comments. The comment period for these proposed ADs is now typically 45 days, which is consistent with the comment period for domestic transport ADs.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this proposed AD.

#### Discussion

Transport Canada Civil Aviation, which is the aviation authority for Canada, has issued Canadian Airworthiness Directive CF-2009-27, dated June 8, 2009 (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

Two cases of a crack on a “dry” ADG [air driven generator] (Hamilton Sundstrand part number in the 761339 series), in the aft area of the strut and generator housing assembly, have been reported on CL-600-2B19 aircraft. The same part is also installed on CL-600-2C10, -2D15 and -2D24 aircraft. Investigation determined that the crack was in an area of the strut where the wall thickness of the casting was below specification, due to a manufacturing anomaly in a specific batch of ADGs. Structural failure and departure of the ADG during deployment could possibly result in damage to the aircraft structure. If deployment was activated by a dual engine shutdown, ADG structural failure would also result in loss of hydraulics for the flight controls.

This directive gives instructions to check the part number of the installed ADG and, for ADGs with a part number in the 761339 series, the serial numbers of the ADG and strut and generator housing assembly are also to be checked. If these serial numbers are within specified ranges \*\*\*, a one-time fluorescent penetrant inspection of the ADG strut is required [and replacement of the ADG if necessary].

**Note:** For ADGs with serial numbers in the \*\*\* specified ranges, subsequent fluorescent penetrant inspections are required after each scheduled in-flight or on-ground functional check of the ADG and also after each unscheduled in-flight ADG deployment. These inspection requirements are not mandated in this directive but are specified in the approved maintenance program.

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

#### Relevant Service Information

Bombardier has issued Alert Service Bulletin A601R-24-120, Revision C, dated April 20, 2009; and Alert Service Bulletin A670BA-24-020, Revision C, dated April 20, 2009. The actions described in this service information are intended to correct the unsafe condition identified in the MCAI.

#### FAA’s Determination and Requirements of This Proposed AD

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with the State of Design Authority, we have been notified of the unsafe condition described in the MCAI and service information referenced above. We are proposing this AD because we evaluated all pertinent information and determined an unsafe condition exists and is likely to exist or develop on other products of the same type design.

#### Differences Between This AD and the MCAI or Service Information

We have reviewed the MCAI and related service information and, in

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

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

#### Costs of Compliance

Based on the service information, we estimate that this proposed AD would affect about 1,073 products of U.S. registry. We also estimate that it would take about 1 work-hour per product to comply with the basic requirements of this proposed AD. The average labor rate is \$85 per work-hour. Based on these figures, we estimate the cost of the proposed AD on U.S. operators to be \$91,205, or \$85 per product.

#### Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. "Subtitle VII: Aviation Programs," describes in more detail the scope of the Agency's authority.

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

#### Regulatory Findings

We determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify this proposed regulation:

1. Is not a "significant regulatory action" under Executive Order 12866;

2. Is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and

3. Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

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

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

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

#### The Proposed Amendment

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

#### PART 39—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:

**Bombardier, Inc.:** Docket No. FAA-2010-0550; Directorate Identifier 2009-NM-124-AD.

##### Comments Due Date

(a) We must receive comments by August 2, 2010.

##### Affected ADs

(b) None.

##### Applicability

(c) This AD applies to Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, serial numbers 7305 through 8051 inclusive; Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes, serial numbers 10003 through 10260 inclusive; and Model CL-600-2D15 (Regional Jet Series 705) airplanes and Model CL-600-2D24 (Regional Jet Series 900) airplanes, serial numbers 15001 through 15106 inclusive; certificated in any category.

##### Subject

(d) Air Transport Association (ATA) of America Code 24: Electrical Power.

##### Reason

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

Two cases of a crack on a "dry" ADG [air driven generator] (Hamilton Sundstrand part number in the 761339 series), in the aft area of the strut and generator housing assembly, have been reported on CL-600-2B19 aircraft. The same part is also installed on CL-600-2C10, -2D15 and -2D24 aircraft. Investigation determined that the crack was

in an area of the strut where the wall thickness of the casting was below specification, due to a manufacturing anomaly in a specific batch of ADGs. Structural failure and departure of the ADG during deployment could possibly result in damage to the aircraft structure. If deployment was activated by a dual engine shutdown, ADG structural failure would also result in loss of hydraulics for the flight controls.

This directive gives instructions to check the part number of the installed ADG and, for ADGs with a part number in the 761339 series, the serial numbers of the ADG and strut and generator housing assembly are also to be checked. If these serial numbers are within specified ranges \*\*\*, a one-time fluorescent penetrant inspection of the ADG strut is required [and replacement of the ADG if necessary].

**Note:** For ADGs with serial numbers in the \* \* \* specified ranges, subsequent fluorescent penetrant inspections are required after each scheduled in-flight or on-ground functional check of the ADG and also after each unscheduled in-flight ADG deployment. These inspection requirements are not mandated in this directive but are specified in the approved maintenance program.

##### Compliance

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

##### Actions

(g) Do the following actions.

(1) Within 1,000 flight hours after the effective date of this AD or before the first scheduled ADG functional test after the effective date of this AD, whichever occurs first, inspect to determine the part number of the installed ADG. A review of the airplane maintenance records is acceptable in lieu of this inspection if the part number can be conclusively determined from that review.

(i) If a Hamilton Sundstrand ADG having part number 1711405 is installed, the strut thickness is within specification and no further action is required by this AD.

(ii) If a Hamilton Sundstrand ADG having a part number in the 761339 series is installed, within 1,000 flight hours after the effective date of this AD or before the first scheduled ADG functional test after the effective date of this AD, whichever occurs first, inspect to determine the serial number of the ADG. A review of the airplane maintenance records is acceptable in lieu of this inspection if the serial number can be conclusively determined from that review.

(A) If the serial number of the ADG is 2000 or higher, the strut wall thickness is within specification and no further action is required by this AD.

(B) If the serial number of the ADG is in the range 0101 through 1999 and symbol "24-3" is marked in the serial number block of the identification plate, the strut wall thickness is within specification, no further action is required by this AD.

(C) If the serial number of the ADG is in the range 0101 through 1999 and the symbol

"24-3" is not marked in the serial block of the identification plate, within 1,000 flight hours after the effective date of this AD or before the first scheduled ADG functional test after the effective date of this AD, whichever occurs first, inspect to determine the serial number of the strut and generator housing assembly. A review of the airplane maintenance records is acceptable in lieu of this inspection if the serial number can be conclusively determined from that review.

(1) If the serial number of the strut and generator housing assembly is in the range 0001 through 2503, do a fluorescent penetrant inspection in accordance with paragraph (g)(2) of this AD at the times specified in paragraph (g)(2) of this AD.

(2) If the serial number of the strut and generator housing assembly is 2504 or higher,

the strut wall thickness is within specification and no further action is required by this AD.

(3) If the serial number of the strut and generator housing assembly is not inspected or it is not possible to determine the serial number, do a fluorescent penetrant inspection in accordance with paragraph (g)(2) of this AD at the times specified in paragraph (g)(2) of this AD.

(2) For ADGs having a strut and generator assembly identified in paragraph (g)(1)(ii)(C)(1) or (g)(1)(ii)(C)(3) of this AD: Within 1,000 flight hours after the effective date of this AD or before the first scheduled ADG functional test after the effective date of this AD, whichever occurs first, do a fluorescent penetrant inspection for cracking of the ADG strut, and if any crack is found,

before further flight, replace the ADG with a serviceable ADG, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin A601R-24-120, Revision C, dated April 20, 2009 (for Model CL-600-2B19 airplanes); or Bombardier Alert Service Bulletin A670BA-24-020, Revision C, dated April 20, 2009 (for Model CL-600-2C10, CL-600-2D15, and CL-600-2D24 airplanes).

(3) Fluorescent penetrant inspections accomplished before the effective date of this AD in accordance with any applicable service bulletin specified in Table 1 of this AD are considered acceptable for compliance with the corresponding fluorescent penetrant inspection specified in this AD.

TABLE 1—CREDIT SERVICE BULLETINS

Bombardier, Inc. Model—	Service Bulletin—	Revision—	Dated—
CL-600-2B19 airplanes .....	Bombardier Alert Service Bulletin A601R-24-120	Original ....	April 20, 2005.
CL-600-2B19 airplanes .....	Bombardier Alert Service Bulletin A601R-24-120	A .....	December 1, 2005.
CL-600-2B19 airplanes .....	Bombardier Alert Service Bulletin A601R-24-120	B .....	December 7, 2006.
CL-600-2C10 airplanes and CL-600-2D24 airplanes.	Bombardier Alert Service Bulletin A670BA-24-020.	Original ....	April 20, 2005.
CL-600-2C10 airplanes; and CL-600-2D15 and CL-600-2D24 airplanes.	Bombardier Alert Service Bulletin A670BA-24-020.	A .....	May 17, 2005.
CL-600-2C10 airplanes; and CL-600-2D15 and CL-600-2D24 airplanes.	Bombardier Alert Service Bulletin A670BA-24-020.	B .....	December 7, 2006.
CL-600-2B19 airplanes; CL-600-2C10 airplanes; and CL-600-2D15 and CL-600-2D24 airplanes.	Hamilton Sundstrand Service Bulletin ERPS10AG-24-3.	Original ....	April 14, 2005.
CL-600-2B19 airplanes; CL-600-2C10 airplanes; and CL-600-2D15 and CL-600-2D24 airplanes.	Hamilton Sundstrand Service Bulletin ERPS10AG-24-3.	1 .....	April 19, 2005.
CL-600-2B19 airplanes; CL-600-2C10 airplanes; and CL-600-2D15 and CL-600-2D24 airplanes.	Hamilton Sundstrand Service Bulletin ERPS10AG-24-3.	2 .....	November 14, 2006.
Bombardier, Inc. CL-600-2B19 airplanes; CL-600-2C10 airplanes; and CL-600-2D15 and CL-600-2D24 airplanes.	Hamilton Sundstrand Service Bulletin ERPS10AG-24-3.	3 .....	March 12, 2009.

**Note 1:** For additional guidance on the ADGs specified in paragraphs (g)(1)(ii)(C)(1) and (g)(1)(ii)(C)(3) of this AD and the repetitive fluorescent penetrant inspections specified as part of the periodic

ADG functional check procedure, refer to the applicable tasks identified in Table 2 of this AD. These tasks can be found in Part 2—Airworthiness Requirements, Appendix A—Certification Maintenance Requirements

(CMR) of the Bombardier (Canadair) Regional Jet Maintenance Requirements Manual, and the Bombardier CRJ Series Regional Jet Aircraft Maintenance Manual (AMM).

TABLE 2—GUIDANCE FOR THE PERIODIC ADG FUNCTIONAL CHECK PROCEDURE

Bombardier, Inc. Model—	Task Number (No.)—
CL-600-2B19 airplanes .....	CMR Task No. C24-20-129-01 and AMM Task No. 24-23-01-720-803.
CL-600-2C10 airplanes .....	CMR Task No. 24-23-00-102 and AMM Task No. 24-23-01-720-802.
CL-600-2D15 and CL-600-2D24 airplanes.	CMR Task No. 24-23-00-102 and AMM Task No. 24-23-01-720-802.

**Note 2:** For additional guidance on the ADGs specified in paragraph (g)(1)(ii)(C)(1),

and the fluorescent penetrant inspection necessary following each future unscheduled

in-flight ADG deployment, refer to following task specified in Table 3 of this AD.

TABLE 3—GUIDANCE FOR INSPECTION FOLLOWING UNSCHEDULED IN-FLIGHT ADG DEPLOYMENT

Bombardier, Inc. Model—	AMM Task No.—
CL-600-2B19 airplanes, serial numbers 7305 through 8051 inclusive .....	05-51-19-210-801
CL-600-2C10 airplanes, serial numbers 10003 through 10260 inclusive .....	05-51-19-210-801
CL-600-2D15 and CL-600-2D24 airplanes, serial numbers 15001 through 15106 inclusive .....	05-51-19-210-801

**Note 3:** In Hamilton Sundstrand Service Bulletin ERPS10AG-24-3, the fluorescent penetrant inspection is referred to as a "Penetrant Check."

#### FAA AD Differences

**Note 4:** This AD differs from the MCAI and/or service information as follows: No differences.

#### Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office (ACO), ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, New York, 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC 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. The AMOC approval letter must specifically reference this AD.

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

(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.

(4) Special Flight Permits: Special flight permits, as described in section 21.197 and section 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199), are not allowed.

#### Related Information

(i) Refer to MCAI Canadian Airworthiness Directive CF-2009-27, dated June 8, 2009; Bombardier Alert Service Bulletin A601R-24-120, Revision C, dated April 20, 2009; and Bombardier Alert Service Bulletin A670BA-24-020, Revision C, dated April 20, 2009; for related information.

Issued in Renton, Washington, on June 10, 2010.

**Jeffrey E. Duven,**

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

[FR Doc. 2010-14769 Filed 6-17-10; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2010-0549; Directorate Identifier 2010-NM-109-AD]

RIN 2120-AA64

#### **Airworthiness Directives; McDonnell Douglas Corporation Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88 Airplanes**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** We propose to adopt a new airworthiness directive (AD) for certain Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88 airplanes. This proposed AD would require installing fuel level float and pressure switch in-line fuses on the wing forward spars and forward and aft auxiliary fuel tanks, depending on the airplane configuration. This proposed AD results from fuel system reviews conducted by the manufacturer. We are proposing this AD to prevent the potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors, could result in fuel tank explosions and consequent loss of the airplane.

**DATES:** We must receive comments on this proposed AD by August 2, 2010.

**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 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this proposed AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, 3855 Lakewood Boulevard, MC D800-0019, Long Beach, California 90846-0001; telephone 206-544-5000, extension 2; fax 206-766-5683; e-mail [dse.boecom@boeing.com](mailto:dse.boecom@boeing.com); 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, Washington. For information on the availability of this material at the FAA, call 425-227-1221.

#### Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket 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 (telephone 800-647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

#### FOR FURTHER INFORMATION CONTACT:

Samuel Lee, Aerospace Engineer, Propulsion Branch, ANM-140L, FAA, Los Angeles Aircraft Certification Office (ACO), 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone 562-627-5262; fax 562-627-5210.

#### 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-2010-0549; Directorate Identifier 2010-NM-109-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

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