operation, and to prevent continued lift travel if any of these conditions occur:

a. Over-temperature of lift motors and/or power-frequency converter.

b. Presence of smoke at motors and in electrical-control cabinet.

c. Over-current at the lift motors.

d. Asynchronous operation of the spindles.

11. A built-in fire extinguisher must be installed in the motor and electrical-control cabinet. This fire extinguisher must be designed to discharge automatically upon the occurrence of a fire.

12. The lift must have the provision for manual operation in the event of a malfunction such as a loss of power to the lift and/or associated systems.

13. A separate battery backup system must provide lighting for the lift-control system, lift control/sensors, communication system, and lift lights for a minimum of 10 minutes in the event of loss of power to the lift and/or associated systems.

14. Lift placards must be installed near or adjacent the control panels identified in special condition 7. The placards must be stated as follows:

a. THIS LIFT IS APPROVED FOR MOVING ONLY A SINGLE OCCUPANT BETWEEN THE MAIN AND UPPER DECKS AND ONLY WHEN SECURED TO EITHER AN APPROVED MEDICAL STRETCHER OR WHEELCHAIR. NO OTHER USES OF THIS LIFT ARE APPROVED.

b. DO NOT OPERATE LIFT DURING TAXI, TAKEOFF, LANDING, OR TURBULENCE.

c. AN APPROVED MEDICAL STRETCHER OR WHEELCHAIR MUST BE PROPERLY SECURED TO THE LIFT PLATFORM BEFORE OPERATING THIS LIFT.

d. THE LIFT MUST BE STOWED FOR TAXI, TAKEOFF, AND LANDING. THE STOWED POSITION REQUIRES THE LIFT PLATFORM POSITIONED AT THE MAIN–DECK LEVEL WITH THE FLOOR PANELS CLOSED.

15. Instructions on how to:

a. Configure the lift for operation.

b. Operate the lift.

c. Stow the lift for non-operation such as during TTL and turbulence.

d. Operate the mechanical-override features in the event of a malfunction such as a loss of power to the lift and/or associated systems.

16. Training and related manuals must include:

a. Limitations and procedures for normal lift operation.

b. Backup and override procedure for evacuating the lift and returning it to TTL configuration.

17. Special conditions nos. 3. 4, and 14 must be documented in the Limitations section of the AFM.

Issued in Renton, Washington, on May 12, 2010.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010–11828 Filed 5–17–10; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2010–0515; Directorate Identifier 2009–NM–196–AD]

RIN 2120–AA64

Airworthiness Directives; Bombardier, Inc. Model CL–600–2C10 (Regional Jet Series 700, 701 & 702), Model CL–600–2D15 (Regional Jet Series 705), 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:

> Several cases have been reported of cracks in the joint extrusions securing the outer bondment to the acoustic panel of the nacelle transcowl assemblies. Although there is no effect on flight safety (thrust reverser stowed), thrust reverser deployment under rejected take-off or emergency landing load conditions could potentially result in acoustic panel failure and possible runway debris.

* * * * *

The loss of an acoustic panel during rejected take-off or emergency landing load conditions could leave debris on the runway. This debris, if not removed, creates an unsafe condition for other airplanes during take-off or landing, as those airplanes could impact debris on the runway and sustain damage. 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 July 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;* 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–2010–0515; Directorate Identifier 2009–NM–196–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 (TCCA), which is the aviation authority for Canada, has issued Canadian Airworthiness Directive CF–2009–33, dated July 28, 2009 (referred to after this as "the MCAI"), to correct an unsafe condition for the specified products. The MCAI states:

> Several cases have been reported of cracks in the joint extrusions securing the outer bondment to the acoustic panel of the nacelle transcowl assemblies. Although there is no effect on flight safety (thrust reverser stowed), thrust reverser deployment under rejected take-off or emergency landing load conditions could potentially result in acoustic panel failure and possible runway debris.
>
> This directive mandates inspection, repair (if necessary) and reinforcement of the transcowl assemblies.

The loss of an acoustic panel during rejected take-off or emergency landing load conditions could leave debris on the runway. This debris, if not removed, creates an unsafe condition for other airplanes during take-off or landing, as those airplanes could impact debris on the runway and sustain damage. The inspection is a detailed visual inspection of the outboard edge of the transcowl joint extrusion for evidence of cracking. The repair consists of doing an eddy current or liquid penetrant inspection for cracking, and depending on the results, either removing the affected joint extrusion area and replacing with packers, or contacting Bombardier for repair instructions and doing the repair. The reinforcement of the transcowl assemblies includes installing new support channels. You may obtain further information by examining the MCAI in the AD docket.

Relevant Service Information

Bombardier has issued Service Bulletin 670BA–78–008, Revision A, dated July 10, 2009; and Task 05–51–27–210–801 of Part 2, Volume 1, of the Bombardier CRJ Series Regional Jet Aircraft Maintenance Manual (AMM), CSP B–001, Revision 28, dated January 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 361 products of U.S. registry. We also estimate that it would take about 8 work-hours per product to comply with the basic requirements of this proposed AD. The average labor rate is $85 per work-hour. Required parts would cost about $0 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 costs. 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 the proposed AD on U.S. operators to be $245,480, or $680 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–2010–0515; Directorate Identifier 2009–NM–196–AD.

Comments Due Date

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

Affected ADs

(b) None.

Applicability

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

(1) Bombardier, Inc. Model CL–600–2C10 (Regional Jet Series 700, 701, & 702) airplanes, serial numbers 10003 through 10265 inclusive.

(2) Bombardier, Inc. Model CL–600–2D15 (Regional Jet Series 705) and Model CL–600–2D24 (Regional Jet Series 900) airplanes, serial numbers 15001 through 15192 inclusive.

Subject

(d) Air Transport Association (ATA) of America Code 78: Engine exhaust.

Reason

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

Several cases have been reported of cracks in the joint extrusions securing the outer bondment to the acoustic panel of the nacelle transcowl assemblies. Although there is no effect on flight safety (thrust reverser stowed), thrust reverser deployment under rejected take-off or emergency landing load conditions could potentially result in acoustic panel failure and possible runway debris.

* * * * *

The loss of an acoustic panel during rejected take-off or emergency landing load conditions could leave debris on the runway. This debris, if not removed, creates an unsafe condition for other airplanes during take-off or landing, as those airplanes could impact debris on the runway and sustain damage.

Actions and Compliance

(f) Unless already done, do the following actions.

(1) Within 5,000 flight hours or 24 months after the effective date of this AD, whichever occurs first, inspect for the part number and serial number of each transcowl assembly, and, as applicable, the repair status of each transcowl assembly.

(i) If all transcowl assemblies installed on any airplane applicable to this AD meet one of the conditions as listed in paragraph (f)(1)(i)(A), (f)(1)(i)(B), or (f)(1)(i)(C) of this AD, no further action is required by this AD.

(A) Part number (P/N) KCN624–2003–3, –5, or –7.

(B) P/Ns CN624–2001–XXX or KCN624–2001–X (XXX and X mean various dash numbers), with serial number (S/N) SB0965 or higher.

(C) P/Ns CN624–2001–XXX or KCN624–2001–X (XXX and X mean various dash numbers), and repaired in accordance with one of the Bombardier repair engineering orders (REOs) listed in paragraph 1.D of Bombardier Service Bulletin 670BA–78–008, Revision A, dated July 10, 2009.

(ii) If one or more of the transcowl assemblies have P/N CN624–2001–XXX or KCN624–2001–X (XXX and X mean various dash numbers), with S/N SB0964 or lower, and have not been repaired in accordance with one of the Bombardier REOs listed in paragraph 1.D of Bombardier Service Bulletin 670BA–78–008, Revision A, dated July 10, 2009, do the actions specified in paragraph (f)(3) of this AD.

(2) As of the effective date of this AD, following any high-energy stop or rejected take-off (RTO), perform a detailed visual inspection of each transcowl assembly (left, right, upper, and lower) before further flight, in accordance with Task 05–51–27–210–801 of Part 2, Volume 1, of the Bombardier CRJ Series Regional Jet Aircraft Maintenance Manual (AMM), CSP B–001, Revision 28, dated January 20, 2009. If any crack is found on one or more transcowl assemblies, before further flight, repair and reinforce the cracked part(s) in accordance with paragraph (f)(3) of this AD. Doing the requirements of paragraph (f)(3) of this AD terminates the requirements of paragraph (f)(2) of this AD.

(3) Except as required by paragraph (f)(2) of this AD, within 5,000 flight hours or 24 months after the effective date of this AD, whichever comes first, do a detailed visual inspection for cracking on each transcowl, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA–78–008, Revision A, dated July 10, 2009. If any cracking of the joint extrusion is found, before further flight, repair and reinforce the joint extrusion on each transcowl, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA–78–008, Revision A, dated July 10, 2009. If no cracking is found, before further flight, reinforce the joint extrusion on each transcowl, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA–78–008, Revision A, dated July 10, 2009. Accomplishment of the actions specified in this paragraph terminate the requirements of paragraphs (f)(1)(ii) and (f)(2) of this AD.

(4) Inspections, repairs, and reinforcement of the joint extrusion on each transcowl is also acceptable for compliance with the requirements of paragraph (f) of this AD if done before the effective date of this AD in accordance with Bombardier Service Bulletin 670BA–78–008, dated September 19, 2008.

(5) After accomplishing the inspection required by paragraph (f)(1) of this AD, no replacement or spare transcowl assembly having P/N CN624–2001–XXX or KCN624–2001–X (XXX and X mean various dash numbers), with S/N SB0964 or lower, may be installed on any airplane unless the transcowl assembly has been repaired in accordance with one of the Bombardier REOs listed in paragraph 1.D of Bombardier Service Bulletin 670BA–78–008, Revision A, dated July 10, 2009.

FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

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

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, New York Aircraft Certification Office, 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, 1600 Stewart Avenue, Suite 40, Westbury, NY 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.

Related Information

(h) Refer to MCAI Canadian Airworthiness Directive CF–2009–33, dated July 28, 2009; Bombardier Service Bulletin 670BA–78–008, Revision A, dated July 10, 2009; and Task 05–51–27–210–801 of Part 2, Volume 1, of the Bombardier CRJ Series Regional Jet Aircraft Maintenance Manual, CSP B–001, Revision 28, dated January 20, 2009; for related information.

Issued in Renton, Washington, on May 7, 2010.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010–11889 Filed 5–17–10; 8:45 am]

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