25, dated September 28, 2009; and Revision 26, dated March 29, 2010; are considered acceptable for compliance with the corresponding actions specified in this AD.

FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows:

This AD requires doing all applicable corrective actions in accordance with Subjects 28–41–00, Fuel Quantity Indicating System, and 28–42–00, Fuel Quantity Measuring Sticks Assembly—Description and Operation, of Chapter 28, Fuel, of the EMBRAER EMB120 Brasilia Aircraft AMM, MM–120/1459, Revision 27, dated September 28, 2010.

Corrective actions include replacing the measuring stick and its relevant magnetic float, replacing the master fuel quantity indicator, and replacing the repeater indicator, as applicable; inspecting defective tank units for contamination, corrosion and integrity of components, and repairing or replacing as necessary; inspecting system wiring from the connector at the wing root to the master indicator for condition and continuity; and correcting the fuel quantity indication system; as applicable. The MCAI does not provide a corrective action and only requires a repetitive functional check of the FQIS in accordance with Subject 28–42–00, Fuel Quantity Measuring Sticks Assembly—Description and Operation, of Chapter 28, Fuel, of the EMBRAER EMB120 Brasilia Aircraft Maintenance Manual, Revision 24, dated March 30, 2009. This difference has been coordinated with Agência Nacional de Aviação Civil (ANAC).

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM–116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your appropriate principal inspector, or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Todd Thompson, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 227–1175; fax (425) 227–1149. Information may be e-mailed to: 9–ANM–116–AMOC–REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/ certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) Airworthy Product: For any requirement in this AD that describes a corrective action that is incorporated by reference to certain other publications listed in the AD, you may reference it by the government specification or standard that incorporates it. These government specifications or standards are available at the following internet location: http://www.flyembraer.com.br.

Related Information


Material Incorporated by Reference

(i) You must use Subjects 28–41–00, Fuel Quantity Indicating System, and 28–42–00, Fuel Quantity Measuring Sticks Assembly—Description and Operation, of Chapter 28, Fuel, of the EMBRAER EMB120 Brasilia AMM, MM–120/1459, Revision 27, dated September 28, 2010; or Task 28–25, Operational Check Fuel Quantity Indicating System (Measuring Sticks), specified in Section 3, Systems and Powerplant Inspection Requirements, in EMBRAER EMB120 Models Maintenance Review Board Report (MRBR), MRB–HI–200, Revision 26, dated January 5, 2010; as applicable; to do the actions required by this AD, unless the AD specifies otherwise. The revision level of EMBRAER EMB120 Brasilia Aircraft Maintenance Manual, MM–120/1459, Revision 27, dated September 28, 2010, is indicated only on the title page and Chapter 28 List of Effective Pages of that document. The revision level of EMBRAER EMB120 Brasilia Maintenance Review Board Report, MRB–HI–200, Revision 26, dated January 5, 2010, is indicated only on the title page of that document; pages I–II of the List of Effective Pages of that document do not exist.

(ii) 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.

(iii) For service information identified in this AD, contact Empresa Brasileira de Aeronautica S.A. (EMBRAER), Technical Publications Section (PC 060), Av. Brigadeiro Faria Lima, 2170—Putim—12227–901 São José dos Campos—SP—BRASIL; telephone +55 12 3927–5852 or +55 12 3309–0732; fax +55 12 3927–7546; e-mail distrib@embraer.com.br; Internet http://www.flyembraer.com.

(iv) 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.

(v) You may also receive 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 March 25, 2011.

Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.

[BFR Doc. 2011–15369 Filed 6–24–11; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Learjet Inc.
Model 45 Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are superseding an existing airworthiness directive (AD) for the products listed above. That AD currently requires, for certain airplanes, repetitive inspections for chafing and other damage of the case drain tube from the hydraulic pump case installed on the left-hand engine, and corrective action if necessary. That AD also requires, for all airplanes, repetitive inspections for discrepancies of the left engine’s nacelle tubing, repetitive inspections for evidence of fluid leakage within the left engine accessory compartment, and corrective actions if necessary. This new AD also requires replacing the left engine fuel and hydraulic tubing and installing a tubing support channel, which terminates the repetitive inspections required in the existing AD. This new AD also removes airplanes from the applicability. This AD was prompted by reports of chafed hydraulic tubes in the left-hand engine. We are issuing this AD to prevent chafed hydraulic tubes in the left-hand engine and consequent hydraulic tube failure and uncontrolled loss of flammable fluid within the engine cowling, which could result in a fire in the engine nacelle and loss of control of the airplane.

DATES: This AD is effective August 1, 2011.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of August 1, 2011.

The Director of the Federal Register approved the incorporation by reference of certain other publications listed in this AD as of June 17, 2009 (74 FR 26288, June 2, 2009).
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 subpart 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 DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),
(3) Will not affect intrastate aviation in Alaska, and
(4) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

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

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

§ 39.13 [Amended]

■ 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 airworthiness directive (AD) 2009–11–13, Amendment 39–15923 (74 FR 26288, June 2, 2009), and adding the following new AD:


Effective Date

(a) This airworthiness directive (AD) is effective August 1, 2011.

Affected ADs

(b) This AD supersedes AD 2009–11–13, Amendment 39–15923.

Applicability

(c) This AD applies to Learjet Inc. Model 45 airplanes; certificated in any category; serial numbers 45–005 through 45–405 inclusive, and 45–2001 through 45–2126 inclusive.

Subject

(d) Air Transport Association (ATA) of America Code 71: Powerplant.

Unssafe Condition

(e) This AD results from reports of chafed hydraulic tubes in the left-hand engine. The Federal Aviation Administration is issuing this AD to prevent chafed hydraulic tubes in the left-hand engine and consequent hydraulic tube failure and uncontrolled loss of flammable fluid within the engine cowling, which could result in a fire in the engine nacelle and loss of control of the airplane.

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.

Restatement of Requirements of AD 2009–11–13

Repetitive Inspections: Case Drain Tube

(g) For airplanes having serial numbers identified in Table 1 of this AD: Within 50 flight hours after June 17, 2009 (the effective date of AD 2009–11–13), do a detailed inspection for chafing and other damage of the case drain tube from the hydraulic pump case installed on the left-hand engine, in accordance with the applicable service bulletin identified in Table 1 of this AD. If any damage is found, before further flight, reposition or replace the tube, as applicable, in accordance with the Accomplishment Instructions of the applicable service bulletin identified in Table 1 of this AD. Repeat the inspection thereafter at intervals not to exceed 150 flight hours until the modification required by paragraph (l) of this AD is done.

<table>
<thead>
<tr>
<th>TABLE 1—SERVICE BULLETINS FOR INSPECTIONS</th>
</tr>
</thead>
</table>

Note 1: For the purposes of this AD, a detailed inspection is: “An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required.”

Repetitive Inspections: Nacelle Tubing

(h) Within 50 flight hours after June 17, 2009, do a detailed inspection for discrepancies of the left engine’s nacelle tubing, in accordance with the applicable temporary revision (TR) identified in Table 2 of this AD. Discrepancies include damaged tubing, and inadequate clearance between any unsupported section of the tube or other tubing and surrounding components. If any discrepancy is found, before further flight, adjust the tubing and clamping or replace the tubing, as applicable, in accordance with the applicable TR identified in Table 2 of this AD. Repeat the inspection thereafter at intervals not to exceed 150 flight hours until the modification required by paragraph (l) of this AD is done.

<table>
<thead>
<tr>
<th>TABLE 2—TRS FOR INSPECTIONS</th>
</tr>
</thead>
</table>
Concurrent Inspections: Fluid Leakage

(i) Concurrently with each inspection required by paragraph (h) of this AD, do a detailed inspection for evidence of engine oil, hydraulic fluid, or fuel leakage within the left engine accessory compartment, in accordance with the applicable maintenance manual section identified in Table 3 of this AD. If there is evidence of leakage: Before further flight, remove each plumbing clamp within the inspection areas specified in paragraphs (g) and (h) of this AD, and clean and remove all evidence of fluid leakage.

### Table 3—Maintenance Manual Sections for Inspections

<table>
<thead>
<tr>
<th>For—</th>
<th>Use—</th>
</tr>
</thead>
</table>

Additional Corrective Action for Fluid Leakage and Inadequate Clearance

(i) If evidence of fluid leakage was found during any inspection required by paragraph (i) of this AD, or if inadequate clearance was found during any action required by paragraph (g) or (h) of this AD: Before further flight, replace each clamp associated with the fluid leakage or inadequate clearance with a new clamp, in accordance with the applicable maintenance manual identified in Table 3 of this AD.

Parts Installation

(k) As of June 17, 2009, no person may reinstall, on any airplane, any plumbing clamp that has been removed in accordance with the requirements of paragraphs (g), (h), (i), or (j) of this AD.

New Requirements of This AD Terminating Action

(l) Within 300 flight hours or 12 months after the effective date of this AD, whichever occurs first, do the actions specified in paragraphs (l)(1) and (l)(2) of this AD, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 40–71–04 (Model 45, serial numbers 45–005 through 45–319, and 45–321), dated February 13, 2007; or Bombardier Service Bulletin 40–71–02 (Model 45, serial numbers 45–401 through 45–2069), dated February 13, 2007; or Bombardier Service Bulletin 40–71–01 (Model 45, serial numbers 45–2001 through 45–2069), dated February 13, 2007. Before or concurrently with accomplishing the requirements of paragraph (l) of this AD, do the applicable actions specified in paragraphs (m)(1), (m)(2), (m)(3), (m)(4), and (m)(5) of this AD, depending on airplane serial number and configuration, as specified in, and in accordance with, the Accomplishment Instructions of Bombardier Service Bulletin 45–71–5 (Model 45, serial numbers 45–005 through 45–319, and 45–321), dated February 13, 2007; or Bombardier Service Bulletin 40–71–02 (Model 45, serial numbers 45–401 through 45–2069), dated February 13, 2007; or Bombardier Service Bulletin 40–71–01 (Model 45, serial numbers 45–2001 through 45–2069), dated February 13, 2007; as applicable. Do all applicable corrective actions before further flight. If, during any inspection required by paragraph (m)(3), (m)(4), or (m)(5) of this AD, it is determined that clearances are not met, before further flight, replace the tubing in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 45–71–5, dated February 13, 2007; or Bombardier Service Bulletin 40–71–02, dated February 13, 2007; as applicable.

1. Change the routing and clamping configuration of the engine and alternator wire harnesses and the starter/generator wire bundles.
2. Do a detailed inspection for chafing damage of specific hydraulic tubes located within the left engine nacelle between the adjacent fuel tubes and to determine if there is interference between the fuel tubing and hydraulic tubing; secure hydraulic tubes with additional clamps, inspect adjacent fuel tubing for interference with the hydraulic tubing, replace the left engine hydraulic pump case drain tube on certain airplanes, and do all applicable corrective actions.

### Table 4—All Material Incorporated by Reference

<table>
<thead>
<tr>
<th>Document</th>
<th>Revision</th>
<th>Date</th>
</tr>
</thead>
</table>
TABLE 4—ALL MATERIAL INCORPORATED BY REFERENCE—Continued

<table>
<thead>
<tr>
<th>Document</th>
<th>Revision</th>
<th>Date</th>
</tr>
</thead>
</table>

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

TABLE 5—NEW MATERIAL INCORPORATED BY REFERENCE

<table>
<thead>
<tr>
<th>Document</th>
<th>Date</th>
</tr>
</thead>
</table>

(2) The Director of the Federal Register previously approved the incorporation by reference of the service information contained in Table 6 of this AD on June 17, 2009 (74 FR 26288, June 2, 2009).

TABLE 6—MATERIAL PREVIOUSLY INCORPORATED BY REFERENCE

<table>
<thead>
<tr>
<th>Document</th>
<th>Revision</th>
<th>Date</th>
</tr>
</thead>
</table>

(3) For service information identified in this AD, contact Learjet, Inc., One Learjet Way, Wichita, Kansas 67209–2942; telephone 316–946–2000; fax 316–946–2220; e-mail ac.ict@aero.bombardier.com; Internet http://www.bombardier.com.

(4) 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.

(5) 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 a NARA facility, 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 14, 2011.

Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.

[FR Doc. 2011–15579 Filed 6–24–11; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Dassault Aviation Model FALCON 7X Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for the products listed above. This emergency AD was sent previously to all known U.S. owners and operators of these airplanes. This AD requires that, as of the effective date of the AD, operation of Model FALCON 7X airplanes is prohibited. This AD was prompted by a report of an uncontrolled pitch trim runaway during descent. We are issuing this AD to prevent loss of control of the airplane.

DATES: This AD is effective July 12, 2011 to all persons except those persons to whom it was made immediately effective by Emergency AD 2011–12–51, issued on May 27, 2011, which contained the requirements of this amendment.

We must receive comments on this AD by August 11, 2011.

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.