


EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	<p>PAD No : 07-151</p> <p>Date: 31 August 2007</p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name :	Type/Model designation(s) :	
The Boeing Company	737-100 thru -500 series	
TCDS Number: FAA A16WE		
Foreign AD: This AD is related to, and prompted by NPRM Docket Nr. FAA-2007-28383.		
Supersedure: For aircraft that operate under EASA Regulations, the requirements of this AD take precedence over those contained in FAA AD 2007-XX-XX (FRD)		
ATA 28	Fuel System - Fuel Tank System Airworthiness Limitations (AWL) - Implementation	
Manufacturer(s):	Boeing Airplane Company	
Applicability:	Model 737-100, 737-200, 737-200C, 737-300, 737-400 and 737-500 series aircraft, all serial numbers.	
Reason:	<p>The FAA proposes to adopt a new airworthiness directive (AD) for all Boeing Model 737-100, -200, -200C, -300, -400 and -500 series aircraft. This proposed AD would require revising the FAA-approved maintenance program by incorporating new airworthiness limitations (AWLs) for fuel tank systems to satisfy Special Federal Aviation Regulation No. 88 requirements. This proposed AD would also require the initial inspection of certain repetitive AWL inspections to phase in those inspections, and repair if necessary. This proposed AD results from a design review of the fuel tank systems. The FAA is proposing this AD to prevent the potential for ignition sources inside fuel tanks caused by latent failures, alterations, repairs, or maintenance actions, which, in combination with flammable fuel vapours, could result in a fuel tank explosion and consequent loss of the aircraft.</p> <p>FAA NPRM Docket Nr. FAA-2007-28383 (copy attached) proposes to mandate the Fuel System Airworthiness Limitations, including the Critical Design Configuration Control Limitations (CDCCL), for Boeing 737-100 thru -500 series aircraft with a final compliance date of 16 December 2008. However, Boeing has voluntarily anticipated and respected the "EASA policy statement on the process for developing instructions for maintenance and inspection of fuel tank ignition source prevention" [EASA D 2005/CPRO, later revised EASA D 2006/CPRO, 8 March 2006] by publishing the Fuel System Airworthiness Limitations in Boeing 737-100/-200/-200C/-300/-400/-500 Airworthiness Limitations (AWL) and Certification</p>	

WITHDRAWN

	<p>Maintenance Requirements (CMR) Document, D6-38278-CMR, Revision dated May 2006.</p> <p>The EASA compliance time schedule is considered to be a straightforward application of Regulation (EC) No 2042/2003 Part M.A.302 in relation to the publication of the Airworthiness Limitations (including CDCCL) by the Boeing Airplane Company in the 737-100/-200/ -200C/ -300/ -400/ -500 AWL/CMR Document, D6-38278-CMR. According to Part M.A.302(f) and (g), operators should have been aware of these Fuel Airworthiness Limitations as published by Boeing and implemented these into their aircraft maintenance programme as a result of the required annual review.</p> <p>With this EASA AD, EASA endorses the technical content of the FAA AD 2007-XX-XX [TBD].</p> <p>However, in deviation from the FAA AD, EASA requires the incorporation of the relevant tasks into the aircraft maintenance programme before 01 December 2007. Particular attention is requested with regard to the implementation of the required threshold inspections and grace periods, and the Aircraft Maintenance Manual (AMM), Standard Practices & Wiring Manual (SPWM) and Component Maintenance Manual (CMM) references, as given in the FAA Airworthiness Directive, which may not have been provided in the early publication(s) of the Boeing 737-100/-200/-200C/-300/-400/-500 AWL/CMR Document, D6-38278-CMR.</p>
Effective Date:	[TBD: 14 days after final AD issue date]
Compliance:	<p>EASA endorses the technical content of FAA AD 2007-XX-XX [TBD; currently NPRM Docket No. FAA-2007-28-01] which is attached as an appendix to this directive, except regarding paragraph (g) of that document, which must be applied as follows:</p> <p>Maintenance Program Revision</p> <p>(g) Before 01 December 2007, revise the approved maintenance programme by incorporating the information in Section C of Revision May 2006 of Document, D6-38278-CMR, except that the initial inspection required by paragraph (h) of the FAA AD must be done at the applicable compliance time specified in that paragraph. Accomplishing the revision in accordance with a later revision of Document D6-38278-CMR is an acceptable method of compliance if the revision is approved by EASA directly or through Agency Decision 2004/04/CF by the FAA.</p>
Ref. Publications:	Boeing 737-100/-200/-200C/-300/-400/-500 AWL/CMR Document, D6-38278-CMR, Revision dated May 2006.
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. The closing date for comments is 28 September 2007. 3. Enquiries regarding this AD should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: The Boeing Company, Fleet Support Engineering P.O. Box 3707, Seattle, Washington 98124-2207, United States of America; Telephone +1-425-237 0300; Facsimile +1-425-237 0352; E-mail csd.boecom@boeing.com; Website http://www.myboeingfleet.com.

Comments Due Date

(a) We must receive comments by August 6, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to 750XL airplanes, serial numbers 101, 102, 104 through 120, and 122 through 129, certificated in any category.

Subject

(d) Air Transport Association of America (ATA) Code 27: Flight Controls.

Reason

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

To prevent cracks developing in the aileron spar adjacent to the inboard hinge attachment accomplish the following:

Remove both ailerons, inspect and modify the aileron spar at the inboard hinge attachment point in accordance with Pacific Aerospace Ltd Service Bulletin PACSB/XL/027.

Actions and Compliance

(f) Unless already done, within the next 6 months after the effective date of this AD or 150 hours time-in-service (TIS) after the effective date of this AD, whichever occurs first, rework the left and right ailerons in accordance with Pacific Aerospace Ltd drawing number 11-03141/42, drawn March 26, 2007, as specified in Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/027, dated March 27, 2007.

FAA AD Differences

Note: 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, Standards Staff, 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: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 1219, Kansas City, Missouri 64106; telephone (816) 439-4466; fax: (816) 329-4149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your approval principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(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 Civil Aviation Authority of New Zealand AD DCA/750XL/13, effective date April 26, 2007; Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/027, dated March 27, 2007; and Pacific Aerospace Ltd drawing number 11-03141/42, drawn March 26, 2007, for related information.

Issued in Kansas City, Missouri, on June 29, 2007.

Kim Smith,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-13092 Filed 7-5-07; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2007-28383; Directorate Identifier 2006-NM-180-AD]

RIN 2120-AA64

Airworthiness Directive for Boeing Model 737-100, -200, -200C, -300, -400, and -500 Series Airplanes

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

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for all Boeing Model 737-100, -200, -200C, -300, -400, and -500 series airplanes. This proposed AD would require revising the FAA-approved maintenance program to incorporate new airworthiness limitations (AWLs) for fuel tank systems to satisfy Special Federal Aviation Regulation No. 88 requirements. This proposed AD would also require the initial inspection of a certain repetitive AWL inspection to phase in that inspection, and repair if necessary. This proposed AD results from a design review of the fuel tank systems. We are proposing this AD to prevent the potential for ignition sources inside fuel tanks caused by latent failures, alterations, repairs, or maintenance actions, which, in combination with flammable fuel vapors, could result in a fuel tank explosion and consequent loss of the airplane.

DATES: We must receive comments on this proposed AD by August 20, 2007.

ADDRESSES: Use one of the following addresses to submit comments on this proposed AD.

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

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

• *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

• *Fax:* (202) 493-3251.

• *Hand Delivery:* Room W12-140 on the ground floor of the West Building, 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Contact being Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for the service information identified in this proposed AD.

FOR FURTHER INFORMATION CONTACT:

Kathrine Rask, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Ave., SW., Renton, Washington 98057-3356; telephone (425) 917-6505; fax (425) 917-6590.

SUPPLEMENTARY INFORMATION:**Comments Invited**

We invite you to submit any relevant written data, views, or arguments regarding this proposed AD. Send your comments to an address listed in the **ADDRESSES** section. Include the docket number "FAA-2007-28383; Directorate Identifier 2006-NM-180-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the proposed AD. We will consider all comments received by the closing date and may amend the proposed AD in light of those comments.

We will post all comments we receive, without change, to <http://dms.dot.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this proposed AD. Using the search function of that web site, anyone can find and read the comments in any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act

Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78), or you may visit <http://dms.dot.gov>.

Examining the Docket

You may examine the AD docket on the Internet at <http://dms.dot.gov>, or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Operations office (telephone (800) 647–5527) is located on the ground floor of the West Building at the DOT street address stated in the **ADDRESSES** section. Comments will be available in the AD docket shortly after the Docket Management System receives them.

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 Airplane Fuel Tank System Design Review, Flammability Reduction and Maintenance and Inspection Requirements” (67 FR 23086, May 7, 2001). In addition to new airworthiness standards for transport airplanes and new maintenance requirements, this rule included Special Federal Aviation Regulation No. 88 (“SFAR 88,” Amendment 21–78, and subsequent Amendments 21–82 and 21–83).

Among other actions, SFAR 88 requires certain type design (type certificate (TC) and supplemental type certificate (STC)) holders to substantiate that their fuel tank systems can prevent ignition sources in the fuel tanks. This requirement applies to type design holders for large turbine-powered transport airplanes and for subsequent modifications to those airplanes. It requires them to perform design reviews and to develop design changes and maintenance procedures if their designs do not meet the fuel tank safety standards. As explained in the preamble to the rule, we intended to adopt airworthiness directives to mandate any changes found necessary to address unsafe conditions identified as a result of these reviews.

In evaluating these design reviews, we have established four criteria intended to define the unsafe conditions associated with fuel tank systems that require corrective actions. The percentage of operating time during which fuel tanks are exposed to

flammable conditions is one of these criteria. The other three criteria address the failure types under evaluation: single failures, single failures in combination with another latent condition(s), and in-service failure experience. For all four criteria, the evaluations included consideration of previous actions taken that may mitigate the need for further action.

We have determined that the actions identified in this proposed AD are necessary to reduce the potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors, could result in a fuel tank explosion and consequent loss of the airplane.

Relevant Service Information

We have reviewed Boeing 737–100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMR) D6–38278–CMR, Revision May 2006 (hereafter referred to as “Revision May 2006 of Document D6–38278–CMR,” Section C of Revision May 2006 of Document D6–38278–CMR describes new AWLs for fuel tank systems. The new AWLs include:

- AWL inspections, which are periodic inspections of certain features for latent failures that could contribute to an ignition source, and
- Critical design configuration control limitations (CDCCLs) which are limitation requirements to preserve a critical ignition source prevention feature of the fuel tank system design that is necessary to prevent the occurrence of an unsafe condition. The purpose of a CDCCL is to provide instruction to retain the critical ignition source prevention feature during configuration change that may be caused by alterations, repairs, or maintenance actions. A CDCCL is not a periodic inspection.

Accomplishing the actions specified in the service information is intended to adequately address the unsafe condition.

FAA’s Determination and Requirements of the Proposed AD

We have evaluated all pertinent information and identified an unsafe condition that is likely to exist or develop on other airplanes of this same type design. For this reason, we are proposing this AD, which would require revising the FAA-approved maintenance program to incorporate the information in Section C of Revision May 2006 of Document D6–38278–CMR. This proposed AD would also require the initial inspection of a certain repetitive

AWL inspection to phase in that inspection, and repair if necessary.

Explanation of Compliance Time

In most ADs, we adopt a compliance time allowing a specified amount of time after the AD’s effective date. In this case, however, the FAA has already issued regulations that require operators to revise their maintenance/inspection programs to address fuel tank safety issues. The compliance date for these regulations is December 1, 2008. To provide for efficient and coordinated implementation of regulations and this proposed AD, we are using the same compliance date in this proposed AD, instead of the 18-month compliance time recommended by being.

Rework Required When Implementing AWLs to an Existing Fleet

The maintenance program revision for the fuel tank systems specified in paragraph (g) of this proposed AD, which involves incorporating the information specified in Revision May 2006 of Document D6–38278–CMR, would affect how operators maintain their airplanes. After doing that maintenance program revision, operators would need to do any maintenance on the fuel tank system as specified in the CDCCLs. Maintenance done before the maintenance program revision specified in paragraph (g) would not need to be redone in order to comply with paragraph (g). For example, the AWL that requires fuel pumps to be repaired and overhauled per an FAA-approved component maintenance manual (CMM) applies to fuel pumps repaired after the maintenance programs are revised; spare or on-wing fuel pumps do not need to be reworked. For AWLs that require repetitive inspections, the initial inspection interval (threshold) starts from the date that the maintenance program revision specified in paragraph (g) is done, except as provided by paragraph (h) of this proposed AD. This proposed AD would require only the maintenance program revision specified in paragraph (g) and the initial inspection specified in paragraph (h). No other fleet-wide inspections need to be done.

Changes to Fuel Tank System AWLs

Paragraph (g) of this proposed AD would require revising the FAA-approved maintenance program by incorporating certain information specified in Revision May 2006 of Document D6–38278–CMR. Paragraph (g) allows accomplishing the maintenance program revision in accordance with later revisions of

Document D6-38278-CMR as an acceptable method of compliance if they are approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA. Paragraph (h) allows accomplishing the initial inspection and repair in accordance with later revisions of Document D6-38278-CMR as an acceptable method of compliance if they are approved by the Manager, Seattle ACO. In addition, Section C of Revision March 2006 of Document D6-38278-CMR specifies that any deviations from the published AWL instructions, including AWL intervals, must be approved by the Manager, Seattle ACO. Therefore, after the maintenance program revision, any further revision to an AWL or AWL interval should be done as an AWL change, not as an alternative method of compliance (AMOC). For U.S.-registered airplanes, operators must make requests through an appropriate FAA Principal Maintenance Inspector (PMI) or Principal Avionics Inspector (PAI) for approval by the Manager, Seattle ACO. A non-U.S. operator should coordinate changes with its governing regulatory agency.

Exceptional Short-Term Extensions

Section C of Revision March 2006 of Document D6-38278-CMR has provisions for an exceptional short-term extension of 30 days. An exceptional short-term extension is an increase in an AWL interval that may be needed to cover an uncontrollable or unexpected situation. For U.S.-registered airplanes, the FAA PMI or PAI must concur with any exceptional short-term extension before it is used, unless the operator has identified another appropriate procedure with the local regulatory authority. The FAA PMI or PAI may grant the exceptional short-term extensions described in Section C without consultation with the Manager, Seattle ACO. A non-U.S. operator should coordinate changes with its governing regulatory agency. As explained in Section C, exceptional short-term extensions must not be used for fleet AMOC extensions. An exceptional short-term extension should

not be confused with an operator's short-term escalation authorization approved in accordance with the Operations Specifications or the operator's reliability program.

Ensuring Compliance With Fuel Tank System AWLs

Boeing has revised applicable maintenance manuals and task cards to address AWLs and to include notes about CDCCLs. Operators that do not use Boeing's revision service should revise their maintenance manuals and task cards to highlight actions tied to CDCCLs to ensure that maintenance personnel are complying with the CDCCLs. Appendix 1 of this proposed AD contains a list of Air Transport Association (ATA) sections for the revised maintenance manuals for Model 737-100, -200, and -200C series airplanes. Appendix 2 of this proposed AD contains a list of ATA sections for the revised maintenance manuals for Model 737-300, -400, and -500 series airplanes. Operators might wish to use the appendices as an aid to implement the AWLs.

Recording Compliance With Fuel Tank System AWLs

The applicable operating rules of the Federal Aviation Regulations (14 CFR parts 91, 121, 125, and 129) require operators to maintain records with the identification of the current inspection status of an airplane. Some of the AWLs contained in Section C of Revision March 2006 of Document D6-38278-CMR are inspections for which the applicable sections of the operating rules apply. Other AWLs are CDCCLs, which are tied to conditional maintenance actions. An entry into an operator's existing maintenance record system for corrective action is sufficient for recording compliance with CDCCLs, as long as the applicable maintenance manual and task cards identify actions that are CDCCLs.

Changes to CMMs Cited in Fuel Tank System AWLs

Some of the AWLs in Section C of Revision March 2006 of Document D6-

38278-CMR refer to specific revision levels of the CMMs as additional sources of service information for doing the AWLs. Boeing is referring to the CMMs by revision level in the applicable AWL for certain components rather than including information directly in the AWL because of the volume of that information. As a result, the Manager, Seattle ACO, must approve the CMMs. Any later revision of those CMMs will be handled as a change to the AWL itself. Any use of parts (including the parts manufacturer approval (PMA) approved parts methods, techniques, and practices not contained in the CMM) need to be approved by the Manager, Seattle ACO, or governing regulatory authority. For example, certain ramp repair/overhaul manuals must be approved by the Manager, Seattle ACO.

Changes to CMMs Referenced in Fuel Tank System AWLs

In other AWLs in Section C of Revision March 2006 of Document D6-38278-CMR, the AWLs contain all the necessary data. The applicable section of the maintenance manual is usually included in the AWLs. Boeing intended this information to assist operators in maintaining the maintenance manuals. A maintenance manual change to these tasks may be made without approval by the Manager, Seattle ACO, through an appropriate FAA PMI or PAI, by the governing regulatory authority, or by using the operator's standard process for revising maintenance manuals. An acceptable change would have to maintain the information specified in the AWL such as the pass/fail criteria or special test equipment.

Costs of Compliance

There are about 2,337 airplanes of the affected design in the worldwide fleet. The following table provides the estimated costs, at an average labor rate of \$80 per hour, for U.S. operators to comply with this proposed AD.

ESTIMATED COSTS

Action	Work hours	Parts	Cost per airplane	Number of U.S.-registered airplanes	Fleet cost
Maintenance program revision	8	None	\$640	672	\$430,080
Inspection	8	None	640	672	430,080

Authority for This Rulemaking

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

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

Regulatory Findings

We have determined that this 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 that the 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 of compliance with this proposed AD and placed it in the AD docket. See the **COSTS** section for a location to examine the regulatory evaluation.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, 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 Federal Aviation Administration (FAA) amends § 39.13 by adding the following new airworthiness directive (AD):

Boeing: Docket No. FAA-2007-28383; Directorate Identifier 2006-NM-180-AD.

Comments Due Date

(a) The FAA must receive comments on this AD action by August 20, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Boeing Model 737-100, -200, -200C, -300, -400, and series airplanes, certificated in any category.

Note 1: This AD requires revisions to certain operator maintenance documents to include new inspections and maintenance actions. Compliance with these limitations required by 14 CFR 43.16 and 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by these limitations, the operator may not be able to accomplish the actions described in the revision. In this situation, to comply with 14 CFR 43.16 and 91.403(c), the operator must request approval for revision to the airworthiness limitations in the Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certificate of Maintenance Requirements (CMRs), D6-38278-CMR, according to paragraph (g) or (i) of this AD, as applicable.

Unsafe Condition

(d) This AD results from a design review of the fuel tank systems. We are issuing this AD to prevent the potential for ignition sources inside fuel tanks caused by latent failures, alterations, repairs, or maintenance actions, which, in combination with flammable fuel vapors, could result in a fuel tank explosion and consequent loss of the airplane.

Compliance

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

Service Information Reference

(f) The term "Revision May 2006 of Document D6-38278-CMR" as used in this AD, means Boeing 737-100/200/200C/300/400/500 AWLs and CMRs, D6-38278-CMR, Revision May 2006.

Maintenance Program Revision

(g) Before December 16, 2008, revise the FAA-approved maintenance program to incorporate the information in Section C of Revision May 2006 of Document D6-38278-CMR; except that the initial inspection required by paragraph (h) of this AD must be done at the applicable compliance time specified in that paragraph. Accomplishing the revision in accordance with a later revision of Document D6-38278-CMR is an acceptable method of compliance if the revision is approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA.

Initial Inspection Required, if Necessary

(h) At the start of the compliance times specified in paragraph (h)(1) and (h)(2) of this AD, do a special detailed inspection of the operating system to detect termination on the operating system quantity indication system (FOIS) wiring to verify functional integrity in accordance with AWL Number 28-AWL-03 of Section C of Revision May 2006 of Document D6-38278-CMR. If any discrepancy is found during the inspection, repair the discrepancy before further flight in accordance with AWL Number 28-AWL-03 of Section C of Revision May 2006 of Document D6-38278-CMR. Accomplishing the actions required by this paragraph in accordance with a later revision of Document D6-38278-CMR is an acceptable method of compliance if the revision is approved by the Manager, Seattle ACO.

Note 2: For the purposes of this AD, a special detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. The examination is likely to make extensive use of specialized inspection techniques and/or equipment. Intricate cleaning and substantial access or disassembly procedure may be required."

(1) Prior to the accumulation of 36,000 total flight hours, or within 120 months since the date of issuance of the original standard airworthiness certification or the date of issuance of the original export certificate of airworthiness, whichever ever occurs first.

(2) Within 24 months after the effective date of this AD.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Seattle Aircraft Certification Office, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

APPENDIX 1.—IMPLEMENTING FUEL TANK SYSTEM AIRWORTHINESS LIMITATIONS ON MODEL 737-100, -200, AND -200C SERIES AIRPLANES

AWL No.	ALI/CDCCL	ATA section or CMM document	Task title
28-AWL-01	ALI	AMM 28-11-00/601	External Wires Over the Center Tank Inspection.
28-AWL-02	CDCCL	SWPM 20-10-11	Wiring Assembly and Installation Configuration.
28-AWL-03	ALI	AMM 20-55-54/601	FQIS Connectors—Inspection/Check.
28-AWL-04	CDCCL	SWPM 20-10-15	Assembly of Shield Ground Wires.
28-AWL-05	CDCCL	SWPM 20-10-11	Wiring Assembly and Installation Configuration.
28-AWL-06	CDCCL	CMM 28-41-11, Revision 12; CMM 28-41-13, Revision 11; CMM 28-41-23, Revision 10; or subsequent revisions.	
28-AWL-07	CDCCL	CMM 28-40-25, Revision L; CMM 28-41-05, Revision 11; CMM 28-40-58, Revision 4; or subsequent revisions.	
28-AWL-08	CDCCL	AMM 28-41-101/401	Repair/Install Fuel Tank Bulkhead (Spar) Replacement Wire Harness.
28-AWL-09	CDCCL	AMM 29-11-53/401	Install System A Hydraulic Fluid Heat Exchanger.
28-AWL-10	CDCCL	AMM 28-22-142/401	Install the Bulkhead Fitting.
28-AWL-11	CDCCL		
28-AWL-12	CDCCL	CMM 28-20-37, Revision 10; CMM 28-20-1, Revision 7; CMM 28-20-5, Revision 6; CMM 28-20-07, Revision 1; or subsequent revisions.	
28-AWL-13	CDCCL	AMM 28-22-41/401	Install the Boost Pump.
28-AWL-14	CDCCL	AMM 28-21-71/401	Float Switch Installation.
28-AWL-15	CDCCL	AMM 28-11-13/401	Install Center Tank Access Panel.
28-AWL-16	CDCCL	AMM 28-11-11/401	Removal/Installation of Access Panels 1 Thru 13.
28-AWL-17	CDCCL	AMM 28-11-11/401	Removal/Installation of Access Panels No. 14.
28-AWL-18	CDCCL	AMM 28-13-31/401 AMM 28-22-41/601	Install Flame Arrestor. Fuel Boost Pump Wiring and Conduit—Inspection/Check.
28-AWL-19	CDCCL	AMM 28-22-00/101	Troubleshoot the Fuel Feed System
28-AWL-20	CDCCL		

APPENDIX 2.—IMPLEMENTING FUEL TANK SYSTEM AIRWORTHINESS LIMITATIONS ON MODEL 737-300, -400, AND -500 SERIES AIRPLANES

AWL No.	ALI/CDCCL	ATA section or CMM document	Task title	Task No.
28-AWL-01	ALI	AMM 28-11-00/601	External Wires Over the Center Tank Inspection.	28-11-00-206-281
28-AWL-02	CDCCL	SWPM 20-10-11	Wiring Assembly and Installation Configuration.	
28-AWL-03	ALI	AMM 20-55-54/601	FQIS Connectors—Inspection/Check	20-55-54-286-001
28-AWL-04	CDCCL	SWPM 20-10-15	Assembly of Shield Ground Wires	
28-AWL-05	CDCCL	SWPM 20-10-11	Wiring Assembly and Installation Configuration.	
28-AWL-06	CDCCL	AMM 28-41-72/401	Isolated Fuel Quantity Transmitter (IFQT) Installation.	28-41-72-404-018
28-AWL-07	CDCCL	CMM 28-40-25, Revision L; CMM 28-41-05, Revision 11; CMM 28-40-58, Revision 4; or subsequent revisions.		
28-AWL-08	CDCCL	SWPM 20-14-12	Repair of Fuel Quantity Indicator System (FQIS) Wire Harness.	
28-AWL-09	CDCCL	AMM 28-41-44/401	Wire Bundle Replacement	28-41-44-404-001
28-AWL-10	CDCCL	AMM 29-15-04/401	Heat Exchanger Installation	29-15-04-294-048
28-AWL-11	CDCCL	AMM 28-22-15/401	Engine Fuel Feed Tube Bulkhead Fitting Installation.	28-22-15-404-044
28-AWL-12	CDCCL	CMM 28-20-07, Revision 10; CMM 28-20-1, Revision 7; CMM 28-20-5, Revision 6; CMM 28-20-07, Revision 1; or subsequent revisions.		
28-AWL-13	CDCCL	AMM 28-22-41/401	Fuel Boost Pump Installation	28-22-41-404-019

APPENDIX 2.—IMPLEMENTING FUEL TANK SYSTEM AIRWORTHINESS LIMITATIONS ON MODEL 737-300, -400, AND -500 SERIES AIRPLANES—Continued

AWL No.	ALI/CDCCL	ATA section or CMM document	Task title	Task No.
28-AWL-14	CDCCL	AMM 28-21-71/401	AIRPLANES WITH TYPE I FLOAT SWITCH; Float Switch Installation.	28-22-71-404-013
			AIRPLANES WITH TYPE II FLOAT SWITCH; Float Switch Installation.	28-22-71-424-093
28-AWL-15	CDCCL	AMM 28-11-31/401	Center Tank Access Panel Installation.	28-11-31-404-008
28-AWL-16	CDCCL	AMM 28-11-11/401	Access Panels No. 1 thru 13 Installation.	28-11-11-404-002
28-AWL-17	CDCCL	AMM 28-13-41/401	Pressure Relief Valve Installation	28-13-41-404-010
		AMM 28-13-31/401	Access Panel No. 14 Installation	28-13-31-404-004
			Flame Arrester Installation	28-13-31-404-007, or 28-13-31-404-032
28-AWL-18	CDCCL	AMM 28-22-00/601	Fuel Boost Pump Wiring in Conduit, No. 1 Tank Inspection.	28-22-00-216-033
			Fuel Boost Pump Wiring in Conduit, No. 1 Tank Inspection.	28-22-00-216-044
28-AWL-19	CDCCL	AMM 28-22-00/101	Engine Fuel Feed System—No. 1 Shooting.	

Issued in Renton, Washington, on June 22, 2007.

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2007-28434; Directorate Identifier 2007-CE-053-AD]

RIN 2120-AA64

Airworthiness Directives; Hawker Beechcraft Corporation (Type Certificates No. 3A15 and No. 3A16, Previously Held by Raytheon Aircraft Company) F33 Series and Models G33, V35B, A36, A36TC, B36TC, 95-B55, D55, E55, A56TC, 58, and G58 Airplanes and Raytheon Aircraft Company Models 58P, 58TC, and 77 Airplanes

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

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for certain Hawker Beechcraft Corporation F33 Series and Models G33, V35B, A36, A36TC, B36TC, 95-B55, D55, E55, A56TC, 58, and G58 airplanes and Raytheon Aircraft Company Models 58P, 58TC, and 77 airplanes. This proposed AD would require you to

replace certain circuit breaker toggle switches with improved design circuit breaker toggle switches. This proposed AD results from reports of certain circuit breaker toggle switches used in various electrical systems throughout the affected airplanes overheating. We are proposing this AD to prevent failure of the circuit breaker toggle switch, which could result in smoke in the cockpit and the inability to turn off the switch.

DATES: You must receive comments on this proposed AD by September 4, 2007.

ADDRESSES: One of the following addresses to comment on this proposed AD:

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

- **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.

- **Fax:** (202) 493-2251.

- **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.

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.

For service information identified in this proposed AD, contact Hawker Beechcraft Corporation, 9709 East Central, Wichita, Kansas 67291; telephone: (800) 429-5372 or (316) 676-3140.

FOR FURTHER INFORMATION CONTACT: Jose Flores, Aviation Safety Engineer,

Wichita Aircraft Certification Office, 1860 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4132; fax: (316) 946-4107.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments regarding this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include the docket number, "FAA-2007-28434; Directorate Identifier 2007-CE-053-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the proposed AD. We will consider all comments received by the closing date and may amend the proposed AD in light of those comments.

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

Discussion

We have received reports of circuit breaker toggle switch failure on certain Hawker Beechcraft Corporation F33 Series and Models G33, V35B, A36, A36TC, B36TC, 95-B55, D55, E55, A56TC, 58, and G58 airplanes and Raytheon Aircraft Company Models 58P, 58TC, and 77 airplanes. These circuit breaker toggle switches are used in various electrical systems throughout the airplanes, which include but are not limited to anti-ice systems (PITOT, WSHLD, PROP), landing lights, strobe