AD results from mandatory continuing
products listed above. This proposed
airworthiness directive (AD) for the
this proposed AD by August 16, 2010.
ADDRESSES:
AGENCY: Federal Aviation
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:
The landing gear alternate extension
system in the cockpit is accessible through an
access panel located on the cockpit floor.
There have been reports of failure of the
access panel latch assembly as a consequence
of repeated closure of the access panel
involving the use of excessive force. Failure
of the latch assembly can result in the access
panel being jammed in the closed position,
and require mechanical prying to open.
An undetected or uncorrected latch failure
condition in the access panel can prevent
immediate access to the landing gear
alternate extension system by the flight crew
during an emergency. * * *
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 16, 2010.
ADDRESSES: You may send comments by
either 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.qseries@aero.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,
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
ADRESSES 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, New York Aircraft
Certification Office, FAA, 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
ADRESSES section. Include “Docket No.
FAA–2010–0643; Directorate Identifier
2010–NM–030–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
The Transport Canada Civil Aviation
(TCCA), which is the aviation authority
for Canada, has issued Canadian
Airworthiness Directive CF–2009–46,
dated December 14, 2009 (referred to
after this as “the MCAI”), to correct an
unsafe condition for the specified
products. The MCAI states:
The landing gear alternate extension
system in the cockpit is accessible through an
access panel located on the cockpit floor.
There have been reports of failure of the
access panel latch assembly as a consequence
of repeated closure of the access panel
involving the use of excessive force. Failure
of the latch assembly can result in the access
panel being jammed in the closed position,
and require mechanical prying to open.
An undetected or uncorrected latch failure
condition in the access panel can prevent
immediate access to the landing gear
alternate extension system by the flight crew
during an emergency. This Directive requires
the replacement of the existing latch
assembly with a stronger modified latch
assembly.
You may obtain further information by
examining the MCAI in the AD docket.
Relevant Service Information
Bombardier, Inc. has issued Service
Bulletin 8–32–57, Revision A, dated
January 29, 2009; and Service Bulletin
84–32–166, Revision A, dated June 15,
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
referred 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 198 products of U.S. registry. We also estimate that it would take about 3 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 $815 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 $211,860, or $1,070 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 not 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:


Comments Due Date

(a) We must receive comments by August 16, 2010.

AFFECTED ADs

(b) None.

Applicability

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


(2) Bombardier, Inc. Model DHC–8–400, –401, –402 airplanes, serial numbers 4001, 4003, 4004, 4006, and 4008 through 4187 inclusive.

Subject

(d) Air Transport Association (ATA) of America Code 32: Landing gear.

Reason

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

The landing gear alternate extension system in the cockpit is accessible through an access panel located on the cockpit floor. There have been reports of failure of the access panel latch assembly as a consequence of repeated closure of the access panel involving the use of excessive force. Failure of the latch assembly can result in the access panel being jammed in the closed position, and require mechanical prying to open.

An undetected or uncorrected latch failure condition in the access panel can prevent immediate access to the landing gear alternate extension system by the flight crew during an emergency.

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) Within 6,000 flight hours or 36 months after the effective date of this AD, whichever comes first: Replace the latch assembly of the access panel for the alternate extension system for the landing gear with a modified latch assembly, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 8–32–166, Revision A, dated January 29, 2009 (for Model DHC–8–100, DHC–8–200, and DHC–8–300 series airplanes); or Bombardier Service Bulletin 84–32–57, Revision A, dated June 15, 2009 (for Model DHC–8–400 series airplanes).

Actions Accomplished According to Previous Issue of Service Bulletin

(h) Actions accomplished before the effective date of this AD according to Bombardier Service Bulletin 8–32–166, dated April 14, 2008; or Bombardier Service Bulletin 84–32–57, dated April 30, 2008; as applicable; 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: No differences.

Other FAA AD Provisions

(i) 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, 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.

Note 2: AMOCs are not authorized for this AD.

(j) The Manager, New York Aircraft Certification Office, ANE–170, FAA, has determined that it is not practical or feasible to do so for this AD.

(k) The Director of the Federal Airworthiness Certification Office, has not determined that it is not practical or feasible to do so for this AD.

(l) The Director of the Federal Airworthiness Certification Office, has determined that it is not practicable or feasible to do so for this AD.

(m) The FAA has determined that is it not practicable or feasible to do so for this AD.

(n) The FAA has determined that it is not practicable or feasible to do so for this AD.

(o) The FAA has determined that is it not practicable or feasible to do so for this AD.
DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39

RIN 2120–AA64


AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for all Model 727, 727C, 727–100, 727–100C, 727–200, and 727–200F series airplanes. This proposed AD would require repetitive detailed inspections of the aft pressure bulkhead web for cracking, and repair if necessary. For certain airplanes, this proposed AD also would provide for an optional preventative modification of the aft pressure bulkhead web, which would terminate certain repetitive detailed inspections. This proposed AD results from reports of cracks in the aft pressure bulkhead web. We are proposing this AD to detect and correct cracking in the aft pressure bulkhead web, which could adversely affect the structural integrity of the airplane, resulting in difficulty maintaining cabin pressurization or rapid decompression of the airplane.

DATES: We must receive comments on this proposed AD by August 16, 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.

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–2010–0646; Directorate Identifier 2009–NM–223–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 post all comments we receive, without change, to http://www.regulations.gov, including any personal information you provide. We also will post a report summarizing each substantive verbal contact we receive about this proposed AD.

Discussion

We have received 13 reports of cracks in the aft pressure bulkhead web ranging from 0.75 inch to 11.8 inches in length at the buttoc line 61, between water line (WL) 220 and WL 228. The cracks originated at the hydraulic line support brackets, which were installed in production after airplane line number 1136, or in accordance with Boeing Service Bulletin 727–29–0057. The cracks were found in airplanes that had accumulated between 14,939 total flight hours and 39,369 total flight hours, and between 10,685 total flight cycles and 29,357 total flight cycles. The cracking is attributed to fatigue of the aft pressure bulkhead web due to vibrations from the number 1 engine hydraulic pump line, in addition to normal pressurization cycles. Material analysis revealed multiple crack initiation sites and no evidence of corrosion. This condition, if not corrected, could result in difficulty maintaining cabin pressurization or rapid decompression of the airplane.

Relevant Service Information

We have reviewed Boeing Special Attention Service Bulletin 727–53–0232, dated September 23, 2009. This service bulletin describes procedures for initial and repetitive detailed inspections of the aft pressure bulkhead web for any cracking around the hydraulic line support bracket, and repair of any crack found. For certain airplanes, this service bulletin describes procedures for installing an optional preventative modification if no cracking is found during the detailed inspections. The preventative modification includes doing high frequency eddy current

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–2010–0646; Directorate Identifier 2009–NM–223–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 also will post a report summarizing each substantive verbal contact we receive about this proposed AD.

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Relevant Service Information

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