DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; The Boeing Company Model 767 Series Airplanes

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

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede an existing airworthiness directive (AD) that applies to all Model 767 airplanes. The existing AD currently requires repetitive inspections to detect discrepancies of the wiring and surrounding Teflon sleeves of the fuel tank boost pumps and override/jettison pumps; replacement of the sleeves with new sleeves, for certain airplanes; and repair or replacement of the wiring and sleeves with new parts, as necessary. This proposed AD would reduce the initial compliance time and repetitive inspection interval in the existing AD. This proposed AD results from fleet information indicating that the repetitive inspection interval in the existing AD is too long because excessive chafing of the sleeving continues to occur much earlier than expected between scheduled inspections. We are proposing this AD to detect and correct chafing of the fuel pump wire insulation and consequent exposure of the electrical conductor, which could result in electrical arcing between the wires and conduit and consequent fire or explosion of the fuel tank.

DATES: We must receive comments on this proposed AD by January 28, 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.
 Hand Delivery: U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this proposed AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P. O. Box 3707, MC 2H–65, Seattle, Washington 98124–2207; telephone 206–544–5000, extension 1; fax 206–766–5680; e-mail me.boecon@boeing.com; Internet https://www.myboeingfleet.com. You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425–227–1221.

EXAMINING THE AD DOCKET

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

FOR FURTHER INFORMATION CONTACT:

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–2010–1160; Directorate Identifier 2010–NM–148–AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this proposed AD because of those comments.

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

Discussion

On May 23, 2000, we issued AD 2000–11–06, amendment 39–11754 (65 FR 34928, June 1, 2000), for all Model 767 airplanes. (A correction of the rule was published in the Federal Register on August 1, 2000 (65 FR 46862).) That AD requires repetitive inspections to detect discrepancies of the wiring and surrounding Teflon sleeves of the fuel tank boost pumps and override/jettison pumps; replacement of the sleeves with new sleeves, for certain airplanes; and repair or replacement of the wiring and sleeves with new parts, as necessary. That AD resulted from reports of chafing of Teflon sleeves that surround and protect electrical wires inside conduits installed in the fuel tanks. We issued that AD to ensure adequate protection to the fuel pump wire insulation. Such chafing of the wire insulation could eventually result in exposure of the electrical conductor, permit arcing from the wire to the conduit, and create a potential for a fuel tank fire or explosion.

Actions Since Existing AD Was Issued

Since we issued AD 2000–11–06, we received fleet information from the manufacturer indicating that excessive chafing of the sleeving continues to occur much earlier than expected between scheduled inspections. Due to that fact, the manufacturer has revised the service information to reduce the initial and repetitive inspection intervals.

Relevant Service Information

We have reviewed Boeing Alert Service Bulletin 767–28A0053, Revision 2, dated June 24, 2010. Boeing Service Bulletin 767–28A0053, Revision 1, dated August 5, 1999, was referred to as the appropriate source of service information for accomplishing the actions in the existing AD. Revision 2 of this service bulletin reduces the initial compliance time and repetitive inspection interval for the repetitive inspections required by the existing AD.

FAA’s Determination and Requirements of the Proposed AD

We have evaluated all pertinent information and identified an unsafe condition that is likely to develop on other products of the same type design. For this reason, we are proposing this AD, which would supersede AD 2000–11–06 and would retain the requirements of the existing AD at reduced compliance times.

Change to Existing AD

This proposed AD would retain all requirements of AD 2000–11–06. Since that AD was issued, the AD format has been revised, and certain paragraphs have been rearranged. As a result, the corresponding paragraph identifiers...
have changed in this proposed AD, as listed in the following table:

<table>
<thead>
<tr>
<th>Requirement in AD 2000–11–06</th>
<th>Corresponding requirement in this proposed AD</th>
</tr>
</thead>
<tbody>
<tr>
<td>paragraph (a) ...............</td>
<td>paragraph (g).</td>
</tr>
<tr>
<td>paragraph (b) ...............</td>
<td>paragraph (h).</td>
</tr>
<tr>
<td>paragraph (c) ...............</td>
<td>paragraph (i).</td>
</tr>
<tr>
<td>paragraph (d) ...............</td>
<td>paragraph (j).</td>
</tr>
<tr>
<td>paragraph (e) ...............</td>
<td>paragraph (k).</td>
</tr>
</tbody>
</table>

Costs of Compliance

There are about 932 airplanes of the affected design in the worldwide fleet. This proposed AD would affect about 410 airplanes of U.S. registry. The new requirements of this proposed AD add no additional economic burden. The current costs for this proposed AD are repeated below for the convenience of affected operators.

The actions that are required by AD 2000–11–06 and retained in this proposed AD take about 5 work-hours per airplane (for airplanes with jettison pumps) or 3 work-hours per airplane (for airplanes without jettison pumps), at an average labor rate of $85 per work-hour. Required parts cost about $336 per airplane (for airplanes with jettison pumps, at the earlier of the times specified in paragraphs (g)(1) and (g)(2) of this AD, in accordance with Boeing Service Bulletin 767–28A0053, Revision 1, dated August 5, 1999; or Boeing Alert Service Bulletin 767–28A0053, Revision 2, dated June 24, 2010; as applicable. Repeat the inspection thereafter at intervals not to exceed 60,000 flight hours or 30,000 flight cycles, whichever occurs first. After the effective date of this AD, only Revision 2 of Boeing Alert Service Bulletin 767–28A0053 may be used.

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 to comply with this proposed AD and placed it in the AD docket. See the ADDRESSES section for a location to examine the regulatory evaluation.

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 removing Amendment 39–11754 (65 FR 34928, June 1, 2000) and adding the following new AD:


Comments Due Date

(a) The FAA must receive comments on this AD action by January 28, 2011.

Affected ADs

(b) This AD supersedes AD 2000–11–06, Amendment 39–11754.

Applicability

(c) This AD applies to all The Boeing Company Model 767–200, –300, –300F, and –400ER series airplanes, certificated in any category.

Subject

(d) Air Transport Association (ATA) of America Code 28: Fuel.

Unsafe Condition

(e) This AD results from fleet information indicating that the repetitive inspection interval in the existing AD is too long because excessive chafing of the sleeving continues to occur much earlier than expected between scheduled inspections. The Federal Aviation Administration is issuing this AD to detect and correct chafing of the fuel pump wire insulation and consequent exposure of the electrical conductor, which could result in electrical arcing between the wires and conduit and consequent fire or explosion of the fuel tank.

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 2000–11–06, Amendment 39–11754

Inspections

(g) Perform a detailed visual inspection to detect discrepancies—including the presence of splices, cuts, splits, holes, worn areas, and lacing ties installed on the outside of the sleeves (except at the sleeve ends)—of the Teflon sleeves surrounding the wiring of the fuel tank boost pumps and override/jettison pumps, at the earlier of the times specified in paragraphs (g)(1) and (g)(2) of this AD, in accordance with Boeing Service Bulletin 767–28A0053, Revision 1, dated August 5, 1999; or Boeing Alert Service Bulletin 767–28A0053, Revision 2, dated June 24, 2010; as applicable. Repeat the inspection thereafter at intervals not to exceed 60,000 flight hours or 30,000 flight cycles, whichever occurs first. After the effective date of this AD, only Revision 2 of Boeing Alert Service Bulletin 767–28A0053 may be used.

(1) Prior to the accumulation of 50,000 total flight hours, or within 90 days after July 6, 2000 (the effective date of AD 2000–11–06), whichever occurs later.

(2) Within 18 months after July 6, 2000.

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

Corrective Actions

(h) If any discrepancy is detected during any inspection required by paragraph (g) of this AD: Prior to further flight, remove the Teflon sleeves and perform a detailed visual inspection to detect damage of the wiring, in accordance with paragraph D. of the Accomplishment Instructions of Boeing Service Bulletin 767–28A0053, Revision 1, dated August 5, 1999; or Boeing Alert Service Bulletin 767–28A0053, Revision 2, dated June 24, 2010; as applicable. After the effective date of this AD, only Revision 2 of Boeing Alert Service Bulletin 767–28A0053 may be used.

(1) If no damage to the wiring is detected, prior to further flight, install new Teflon sleeves in accordance with Boeing Service
(h) of this AD: Prior to further flight, perform an inspection for signs of fuel inside the conduit or on the wires, in accordance with Boeing Service Bulletin 767–28A0053, Revision 1, dated August 5, 1999; or Boeing Alert Service Bulletin 767–28A0053, Revision 2, dated June 24, 2010. 

(2) If any damage caused by arcing is found: Prior to further flight, perform an inspection for signs of fuel inside the conduit or on the wires, in accordance with Boeing Service Bulletin 767–28A0053, Revision 1, dated August 5, 1999; or Boeing Alert Service Bulletin 767–28A0053, Revision 2, dated June 24, 2010. 

(i) If no sign of fuel is found, accomplish the actions specified by paragraphs (i)(2)(A), (i)(2)(B), (i)(2)(C), and (i)(2)(D) of this AD. 

(A) Prior to further flight, repair any wires or replace the wires with new or serviceable wires, as applicable, in accordance with Boeing Service Bulletin 767–28A0053, Revision 1, dated August 5, 1999; or Boeing Alert Service Bulletin 767–28A0053, Revision 2, dated June 24, 2010. 

(B) Prior to further flight, install new Teflon sleeves, in accordance with Boeing Service Bulletin 767–28A0053, Revision 1, dated August 5, 1999; or Boeing Alert Service Bulletin 767–28A0053, Revision 2, dated June 24, 2010. 

(C) Remove any wire and replace the wire with new or serviceable wire, as applicable, of the Accomplishment Instructions of Boeing Service Bulletin 767–28A0053, Revision 1, dated August 5, 1999. 

(D) Within 6,000 flight hours or 18 months after the initial fuel inspection performed in accordance with Boeing Service Bulletin 767–28A0053, Revision 1, dated August 5, 1999; or Boeing Alert Service Bulletin 767–28A0053, Revision 2, dated June 24, 2010. Repeat the inspection thereafter at intervals not to exceed 15,000 flight hours. Accomplishing the first inspection in this paragraph ends the repetitive inspection requirements of paragraph (g) of this AD. 

New Reduced Inspection Intervals 

Repetitive Inspections 

(1) Do the inspection required by paragraph (g) of this AD at the time specified in paragraph (i)(1) or (i)(2) of this AD, as applicable, in accordance with Boeing Alert Service Bulletin 767–28A0053, Revision 2, dated June 24, 2010. Repeat the inspection thereafter at intervals not to exceed 15,000 flight hours. Accomplishing the first inspection in this paragraph ends the repetitive inspection requirements of paragraph (g) of this AD.

(2) For airplanes on which the inspection required by paragraph (g) of this AD has been done as of the effective date of this AD: Do the inspection before the accumulation of 15,000 total flight hours or within 6,000 flight hours after the effective date of this AD, whichever occurs later; but not to exceed 60,000 flight hours after the most recent inspection required by paragraph (g) of this AD.

Paperwork Reduction Act Burden Statement 

(m) A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120–0056.

Alternative Methods of Compliance (AMOCs) 


[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 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. 

AMOCs approved previously in accordance with AD 2000–11–06, Amendment 39–11754, are approved as...
alternative methods of compliance with the corresponding requirements of this AD. Compliance time extensions approved previously in accordance with AD 2000–11–06 are not approved as alternative methods of compliance for the compliance times required by paragraph (l) of this AD.

Issued in Renton, Washington, on November 15, 2010.

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

[FR Doc. 2010–3371 Filed 12–13–10; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; The Boeing Company Model 747 Airplanes

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

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede an existing airworthiness directive (AD) that applies to all Model 747 airplanes. The existing AD currently requires repetitive inspections to detect damage of the sleeving and wire bundles of the boost pumps of the numbers 1 and 4 main fuel tanks, and of the auxiliary tank jettison pumps (if installed); replacement of any damaged sleeving with new sleeving; and repair or replacement of any damaged wires with new wires. For airplanes on which any burned wires are found, the existing AD also requires an inspection to detect damage of the conduit, and replacement of any damaged conduit with a serviceable conduit. This proposed AD would reduce the initial compliance time and repetitive inspection interval in the existing AD. This proposed AD results from fleet information indicating that the repetitive inspection interval in the existing AD is too long because excessive chafing of the sleeving continues to occur much earlier than expected between scheduled inspections. We are proposing this AD to detect and correct abrasion of the Teflon sleeving and wires in the bundles of the fuel boost pumps for the numbers 1 and 4 main fuel tanks and of the auxiliary tank jettison pumps (if installed), which could result in electrical arcing between the wires and aluminum conduit and consequent fire or explosion of the fuel tank.

DATES: We must receive comments on this proposed AD by January 28, 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.


• Hand Delivery: U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this proposed AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P. O. Box 3707, MC 2H–65, Seattle, Washington 98124–2207; telephone 206–544–5000, extension 1; fax 206–766–5680; e-mail me.boecom@boeing.com; Internet https://www.myboeingfleet.com. You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425–227–1221.

Examining the AD Docket

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


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–2010–1158; Directorate Identifier 2010–NM–125–AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this proposed AD because of those comments.

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

Discussion

On December 9, 1997, we issued AD 97–26–07, Amendment 39–10250 (62 FR 65352, December 12, 1997), for all Model 747 airplanes. That AD currently requires repetitive inspections to detect damage of the sleeves and wire bundles of the boost pumps of the numbers 1 and 4 main fuel tanks, and of the auxiliary tank jettison pumps (if installed); replacement of any damaged sleeving with new sleeving; and repair or replacement of any damaged wires with new wires. For airplanes on which any burned wires are found, that AD also requires an inspection to detect damage of the conduit, and replacement of any damaged conduit with a serviceable conduit. That AD resulted from reports of chafing of the sleeving. We issued that AD to detect and correct abrasion of the Teflon sleeving and wires in the bundles of the fuel boost pumps for the numbers 1 and 4 main fuel tanks and of the auxiliary tank jettison pumps (if installed), which could result in electrical arcing between the wires and the aluminum conduit and consequent fire or explosion of the fuel tank.

Actions Since Existing AD Was Issued

Since we issued AD 97–26–07, we received fleet information from the manufacturer indicating that excessive chafing of the sleeving continues to occur much earlier than expected between scheduled inspections. Due to that fact, the manufacturer has revised the service information to reduce the repetitive inspection intervals.

Relevant Service Information

We have reviewed Boeing Alert Service Bulletin 747–28A2204, Revision 3, dated March 11, 2010. The service information reduces the initial compliance time and repetitive inspection interval for detecting damage...