No Alternative Actions, Intervals, and/or CDCCLs

(k) After accomplishing the revisions required by paragraphs (i) and (j) of this AD, no alternative actions (e.g., inspection, interval) and/or CDCCLs may be used unless the actions, intervals, and/or CDCCLs are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (i) of this AD.

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows:

Although European Aviation Safety Agency (EASA) Airworthiness Directive 2010–0217, dated October 21, 2010, specifies both revising the maintenance program to include airworthiness limitations, and doing certain repetitive actions (e.g., inspections) and/or maintaining CDCCLs, this AD only requires the revision. Requiring a revision of the maintenance program, rather than requiring initial repetitive actions and/or maintaining CDCCLs, requires operators to record AD compliance only at the time the revision is made. Repetitive actions and/or maintaining CDCCLs specified in the airworthiness limitations must be complied with in accordance with 14 CFR 91.403(c).

Other FAA AD Provisions

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

(a) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM–116, Transport Airplane Directorate, 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 principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Tom Rodriguez, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 227–1137; 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.

(b) 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.

Related Information


Material Incorporated by Reference

(n) You must use Fokker Service Bulletin SBF28–28–053, Revision 1, dated September 20, 2010, to do the actions required by this AD, unless the AD specifies otherwise.

We are issuing this AD to require actions to correct the unsafe condition on these products.

DATES: This AD becomes effective September 16, 2011.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of September 16, 2011.

ADDRESSES: You may examine the AD docket on the Internet at http://www.regulations.gov or in person at the U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC.

FOR FURTHER INFORMATION CONTACT:

SUPPLEMENTARY INFORMATION:
Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the Federal Register on April 8, 2011 (76 FR 19714). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

In 2007, Airbus modification 38310 was introduced in production to simplify the ELAC2 [elevator aileron computer] and Trimmable Horizontal Stabiliser (THS) Motor 1 stand by power supply logic.

Results from a design review done by AIRBUS for documentation update have revealed that, on post-mod 38310 A320 aeroplanes only, in case of emergency electrical configuration combined with a Green and Yellow hydraulic system loss, during landing phase (nose landing gear extended), the roll control would only be provided by the left aileron.

This condition, if not corrected, could lead to an asymmetrical landing configuration, resulting in reduced control of the aeroplane.

For the reasons described above, this [EASA] AD requires a modification of the electrical installation of ELAC2 and THS Motor 1 power supply, restoring the aeroplane to the pre-mod 38310 configuration.
You may obtain further information by examining the MCAI in the AD docket.

Comments
We gave the public the opportunity to participate in developing this AD. We considered the comments received.

Support for the NPRM
The Air Line Pilots Association, International, supported the NPRM.

Request To Change Costs of Compliance Section of the NPRM
Airbus stated that Airbus Mandatory Service Bulletin A320–27–1199, Revision 02, dated September 20, 2010, specifies that 99 airplanes are affected and that 56 total work hours are needed to do the required actions. Airbus stated that the NPRM specifies that 666 airplanes are affected and that about 35 work-hours are needed to do the actions required in the NPRM.

We infer that Airbus is requesting a change to the Cost of Compliance section of the NPRM to reduce the number of affected airplanes and to increase the estimated work-hours required to perform the actions. We agree. We have confirmed with Airbus that there are 99 Model 320–214, -232, and -233 airplanes with Airbus Modification 38310. We have revised the Costs of Compliance section of this AD to reduce the number of affected airplanes to 99. We have also revised the Costs of Compliance section of this AD to specify 56 work-hours for the required actions, as specified in Airbus Service Bulletin A320–27–1199, Revision 02, dated September 20, 2010. This estimate includes the time required for testing, accessing, and closing.

Conclusion
We reviewed the available data, including the comments received, and determined that air safety and the public interest require adopting the AD as proposed.

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 required different actions in this AD from those in the MCAI in order to follow our FAA policies. Any such differences are highlighted in a NOTE within the AD.

Costs of Compliance
We estimate that this AD will affect 99 products of U.S. registry. We also estimate that it will take about 56 work-hours per product to comply with the basic requirements of this AD. The average labor rate is $85 per work-hour. Required parts will cost about $3,370 per product.

Differences Between This AD and the MCAI
We have reviewed the MCAI and the related information. We have calculated that 99 airplanes are affected and that 56 total work hours are needed to do the required actions. We have assumed that there will be no charge for these parts. 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 this AD to the U.S. operators to be $804,870, or 88,130 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 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 this AD:
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 AD and placed it in the AD docket.

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 the NPRM, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone (800) 647–5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

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

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:

2011–17–02 Airbus: Amendment 39–16766

Effective Date
(a) This airworthiness directive (AD) becomes effective September 16, 2011.

Affected ADs
(b) None.

Applicability
(c) This AD applies to Airbus Model A320–214, –232, and –233 airplanes; all manufacturer serial numbers on which Airbus Modification 38310 has been accomplished in production; certificated in any category.

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

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

Results from a design review done by AIRBUS for documentation update revealed that, on post-mod 38310 A320
aeroplanes only, in case of emergency
electrical configuration combined with a
Green and Yellow hydraulic system loss,
during landing phase (nose landing gear
extended), the roll control would only be
provided by the left aileron.
This condition, if not corrected, could lead
to an asymmetrical landing configuration,
resulting in reduced control of the aeroplane.

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 24 months after the effective
date of this AD, modify the electrical
installation of the elevator aileron computer and
trimmable horizontal stabilizer motor 1
power supply, in accordance with the
Accomplishment Instructions of Airbus
Mandatory Service Bulletin A320–27–1199,
Revision 02, dated September 20, 2010.

Credit for Actions Accomplished in
Accordance With Previous Service
Information
(h) Modifications done before the effective
date of this AD in accordance with Airbus
Service Bulletin A320–27–1199, Revision 01,
dated March 4, 2010, are acceptable for
compliance with the requirements of
paragraph (g) of 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, International
Branch, ANM–116, Transport Airplane
Directorate, 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 principal inspector or local
Flight Standards District Office, as
appropriate. If sending information directly
to the International Branch, send it to ATTN:
Sanjay Kalhan, Aerospace Engineer,
International Branch, ANM–116, Transport
Airplane Directorate, FAA, 1601 Lind
Avenue, SW., Renton, Washington 98057–
3356; telephone (425) 227–1405; fax (425)
227–1149. Information may be e-mailed to:
9-AMN-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 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.

Related Information
(j) Refer to MCAI European Aviation Safety
Agency (EASA) Airworthiness Directive
2010–0149, dated July 21, 2010; and Airbus
Mandatory Service Bulletin A320–27–1199,
Revision 02, dated September 20, 2010; for
related information.

Material Incorporated by Reference
(k) You must use Airbus Mandatory
Service Bulletin A320–27–1199, Revision 02,
including Appendix 01, dated September 20,
2010, to do the actions required by this AD,
unless the AD specifies otherwise.
(1) 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.
(2) For service information identified in
this AD, contact Airbus, Airworthiness
Office—EAS, 1 Rond Point Maurice Bellonte,
31707 Blagnac Cedex, France; telephone +33
5 61 93 36 96; fax +33 5 61 93 44 51; e-mail:
account.airworth-eas@airbus.com; Internet
(3) 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
(4) You may also review copies of the
service information that is incorporated by
reference at the National Archives and
Records Administration (NARA).
(1) 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 July 29,
2011.
Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.
[FR Doc. 2011–20359 Filed 8–11–11; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39
[Docket No. FAA–2011–0472; Directorate
Identifier 2011–NM–005–AD; Amendment
39–16767; AD 2011–17–03]
RIN 2120–AA64
Airworthiness Directives: Fokker
Services B.V. Model F.28 Mark 1000,
2000, 3000, and 4000 Airplanes

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

ACTION: Final rule.

SUMMARY: We are adopting a new
airworthiness directive (AD) for the
products listed above. This 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:
[T]he Federal Aviation Administration
(FAA) has published Special Federal
Aviation Regulation (SFAR) 88, and the Joint
Aviation Authorities (JAA) has published
Interim Policy INT/POL/25/12. The review
conducted by Fokker Services on the Fokker
F28 Type Design in response to these
regulations revealed that, under certain
failure conditions, a short circuit may
develop in the collector tank level float
switch wiring. Such a short circuit may result
in an igniter source in the tank vapour
space.
This condition, if not corrected, could
result in a wing fuel tank explosion and
consequential loss of the aeroplane.

We are issuing this AD to require
actions to correct the unsafe condition
on these products.

DATES: This AD becomes effective
September 16, 2011.

The Director of the Federal Register
approved the incorporation by reference of a
certain publication listed in this AD as of
September 16, 2011.

ADDRESSES: You may examine the AD
docket on the Internet at http://
www.regulations.gov or in person at the
U.S. Department of Transportation,
Docket Operations, M–30, West
Building Ground Floor, Room W12–140,
1200 New Jersey Avenue, SE.,
Washington, DC.

FOR FURTHER INFORMATION CONTACT:
Tom Rodriguez, Aerospace Engineer,
International Branch, ANM–116,
Transport Airplane Directorate, FAA,
1601 Lind Avenue, SW., Renton,
Washington 98057–3356; telephone

SUPPLEMENTARY INFORMATION:

Discussion
We issued a notice of proposed
rulemaking (NPRM) to amend 14 CFR
part 39 to include an AD that would
apply to the specified products. That
NPRM was published in the Federal
Register on May 17, 2011 (76 FR 28373).
That NPRM proposed to correct an
unsafe condition for the specified
products. The MCAI states:
[T]he Federal Aviation Administration
(FAA) has published Special Federal
Aviation Regulation (SFAR) 88, and the Joint
Aviation Authorities (JAA) has published
Interim Policy INT/POL/25/12. The review
conducted by Fokker Services on the Fokker
F28 Type Design in response to these
regulations revealed that, under certain