SUMMARY: During flight tests, unexpected fatigue high loads were measured on the hinges integrated on the 12 o’clock beam which form the upper extreme edge of the thrust reverser unit C duct. This situation, if not corrected, could lead to the separation of the thrust reverser from the aeroplane and therefore to damage of the aeroplane and hazards to persons or property on the ground.

This AD requires actions that are intended to address the unsafe condition described in the MCAI.

DATES: This AD becomes effective October 27, 2011.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of October 27, 2011.

We must receive comments on this AD by November 28, 2011.

ADDRESSES: You may send comments by any of the following methods:

- Fax: (202) 493–2251.
- Hand Delivery: U.S. Department of Transportation, Docket Operations, 400 Seventh Street SW., Room W12–140, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

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 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 ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT:


SUPPLEMENTARY INFORMATION:

Discussion

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA Airworthiness Directive 2010–0187, dated September 21, 2010 (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

During flight tests, unexpected fatigue high loads were measured on the hinges integrated on the 12 o’clock beam which form the upper extreme edge of the thrust reverser unit C duct.

This situation, if not corrected, could lead to the separation of the thrust reverser from the aeroplane and therefore to damage of the aeroplane and hazards to persons or property on the ground.

Required actions include repetitive general visual inspections for cracks of the hinge assemblies and along the beam structure of the right and left engine thrust reversers, detailed inspection for cracking of hinges 2, 3, 4, and 5 of the left and right thrust reversers if no cracking is found during any general inspection, and replacing the affected thrust reverser of each engine if any crack is found. You may obtain further information by examining the MCAI in the AD docket.

Relevant Service Information

Airbus has issued Mandatory Service Bulletin A330–78–3006, Revision 09, including Appendix 1, dated October 21, 2009. The actions described in this service information are intended to correct the unsafe condition identified in the MCAI.

EASA’s Determination and Requirements of This 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 referenced above. We are issuing this AD because we evaluated all pertinent information and determined the unsafe condition exists and is likely to exist or occur on other products of the same type design.

There are no products of this type currently registered in the United States. However, this rule is necessary to ensure that the described unsafe condition is addressed if any of these
products are placed on the U.S. Register in the future.

Differences Between the 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 FAA policies. Any such differences are highlighted in a NOTE within the AD.

FAA’s Determination of the Effective Date

Since there are currently no domestic operators of this product, notice and opportunity for public comment before issuing this AD are unnecessary.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and opportunity for public comment. We invite you to send any written relevant data, views, or arguments about this AD. Send your comments to an address listed under the ADDRESSES section. Include “Docket No. FAA–2011–0999; Directorate Identifier 2010–NM–235–AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this 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 AD.

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 (49 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.

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:


Effective Date

(a) This airworthiness directive (AD) becomes effective October 27, 2011.

Affected ADs

(b) None.

Applicability


Subject

(d) Air Transport Association (ATA) of America Code 78: Engine Exhaust.

Reason

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

During flight tests, unexpected fatigue high loads were measured on the hinges integrated on the 12 o’clock beam which form the upper extreme edge of the thrust reverser unit converging duct. This situation, if not corrected, could lead to the separation of the thrust reverser from the aeroplane and therefore to damage of the aeroplane and hazards to persons or property on the ground.

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) At the applicable initial and repetitive times specified in paragraph (g)(1) or (g)(2) of this AD, perform a general visual inspection of the hinge assemblies and along the beam structure of the right and left engine thrust reversers for cracks, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330–78–3006, Revision 09, excluding Appendix 1, dated October 21, 2009:

1. For airplanes on which neither Airbus modification 46879 nor Airbus modification 47358 have been embodied in production: Do the inspection before the accumulation of 1,200 total flight cycles after the first flight of the airplane or within 3 months after the effective date of the AD, whichever occurs later. Thereafter, do the inspection at intervals not to exceed 1,200 flight cycles.

2. For airplanes on which either Airbus modification 46879 or Airbus modification 47358 have been embodied in production: Do the inspection before the accumulation 2,000 total flight cycles after the first flight of the airplane, or within 3 months after the effective date of this AD, whichever occurs later. Thereafter, do the inspection at intervals not to exceed 2,000 flight cycles.

(h) If no crack is found during the general visual inspection required by paragraph (g) of this AD, before further flight, perform a detailed inspection of hinges 2, 3, 4, and 5 of the right and left thrust reversers for cracks, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330–78–3006, Revision 09, excluding Appendix 1, dated October 21, 2009. If no crack is found during the detailed inspection, repeat the general visual inspection required by paragraph (g) of this AD at the intervals specified in paragraphs (g)(1) or (g)(2) of this AD, as applicable.

(i) If any cracking is found during any inspection required by paragraph (g) or (h) of
this AD: Before further flight, replace the
affected thrust reverser, in accordance with
the Accomplishment Instructions of Airbus
Mandatory Service Bulletin A330–78–3006,
Revision 09, excluding Appendix 1, dated
October 21, 2009. Repeat the general visual
inspection required by paragraph (g) of this AD
at the intervals specified in paragraphs
(g)(1) or (g)(2) of this AD, as applicable.

F.A.A. AD Differences

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

Although European Aviation Safety
Agency Airworthiness Directive (EASA)
2010–0187, dated September 21, 2010, is
applicable to Airbus Model A330–243,
–243F, –341, –342, and –343 airplanes, this
AD applies to only A330–243F airplanes. The
unsafe condition for Model A330–243, –341,
–342, and –343 airplanes is addressed in
F.A.A. AD 2001–09–14, amendment 39–12221

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance
(AMOCs): The Manager, International
Branch, ANM–116, F.A.A., 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 manager of ANM–116, send it to
ATTN: Vladimir Ulyanov, Aerospace
Engineer, International Branch, ANM–116,
Transport Airplane Directorate, F.A.A., 1601
Lind Avenue, SW., Renton, Washington
98057–3356; telephone (425) 227–1138; fax
(425) 227–1149. Information may be e-mailed
to: 9-ANM-116-AMOC-REQUESTS@faa.gov.
Before using any approved AMOC, notify
your appropriate principal inspector, or
lacking a principal inspector, the manager of
the local flight standards district office/
certificate holding district office. The AMOC
approval letter must specifically reference
this AD.

(2) Airworthy Product: For any requirement
in this AD to obtain corrective actions from
a manufacturer or other source, use these
actions if they are FAA-approved. Corrective
actions are considered F.A.A-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

(k) Refer to MCAI EASA Airworthiness
Directive 2010–0187, dated September 21,
2010; and Airbus Mandatory Service Bulletin
A330–78–3006, Revision 09, excluding
Appendix 1, dated October 21, 2009; for
related information.

Material Incorporated by Reference

(l) You must use Airbus Mandatory Service
Bulletin A330–78–3006, Revision 09,
excluding Appendix 1, dated October 21,
2009, 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 SAS—Airworthiness
Office—EAL, 1 Rond Point Maurice Bellonte,
31707 Blagnac Cedex, France; telephone +33
5 61 93 36 96; fax +33 5 61 93 45 80; e-mail
airworthiness.A330–A340@airbus.com;

(3) You may review copies of the service
information at the F.A.A., Transport Airplane
Directorate, 1601 Lind Avenue, SW., Renton,
Washington. For information on the availability
of this material at the F.A.A., call

(4) You may also review copies of the service
information that is incorporated by reference
by the National Archives and
Records Administration (NARA). For
information on the availability of this
material at NARA, call 202–741–6030, or go

Issued in Renton, Washington, on
September 23, 2011.

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

[FR Doc. 2011–25778 Filed 10–11–11; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39

[Docket No. F.A.A.–2011–1000; Directorate
Identifier 11–NM–048–AD; Amendment
39–16828; AD 2011–21–05]

RIN 2120–AA64

Airworthiness Directives; Aviointeriors
S.p.A. Passenger Seat 12M Series,
Installed on But Not Limited to ATR
Model ATR42 Airplanes and Model
ATR72 Airplanes

AGENCY: Federal Aviation
Administration (F.A.A.), Department of
Transportation (D.O.T).

ACTION: Final rule; request for
comments.

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:

Failures of the recline actuator metal fitting
have been reported on seat backrests of
service aircraft. * * *

* * * Actions required by this AD are intended
to prevent further failures of the seat
backrests which could result in injury to
passengers or crew members during an
evacuation landing.

This AD requires actions that are intended
to address the unsafe condition
described in the MCAI.

DATES: This AD becomes effective
October 27, 2011.

The Director of the Federal Register
approved the incorporation by reference
of a certain publication listed in the AD
as of October 27, 2011.

We must receive comments on this
AD by November 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.

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

Examining the AD Docket

You may examine the AD docket on
the Internet at http://www.regulations.gov
or in person at the D.N.O. office
between 9 a.m. and 5 p.m., Monday
through Friday, except Federal
holidays. The AD docket contains
this 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
ADDRESSES
section. Comments will be available in
the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT:

Jeffrey Lee, Aerospace Engineer, Boston
Aircraft Certification Office, F.A.A.,
Engine & Propeller Directorate, 12 New
England Executive Park, Burlington,
Massachusetts 01803; telephone (781)
238–7161; fax (781) 238–7170.

SUPPLEMENTARY INFORMATION:

Discussion

The European Aviation Safety Agency
(EASA), which is the Technical
Agent for the Member States of the
European Community, has issued EASA
Airworthiness Directive 2011–0135,
dated July 16, 2008 (referred to after this
as “the MCAI”), to correct an unsafe
condition for the specified products.

The MCAI states:

Failures of the recline actuator metal fitting
have been reported on seat backrests of in-