No Reporting Requirement

(k) Although Boeing Service Bulletin 757–57–0060, Revision 2, dated May 24, 2007; and Boeing Service Bulletin 757–57–0061, Revision 1, dated May 24, 2007; specify to submit certain information to the manufacturer, this AD does not include that requirement.

Alternative Methods of Compliance (AMOs)

(1)(1) The Manager, Seattle Aircraft Certification Office, FAA, has the authority to approve AMOs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Before using any approved AMO, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD. Information may be e-mailed to: 9-NM-Seattle-ACO-AMOC-REQUESTS@faa.gov.

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H–65, Seattle, Washington 98057–3356; phone: 425–917–6500; fax: 425–917–6590; e-mail: kevin.nguyen@faa.gov.

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H–65, Seattle, Washington 98057–3356; phone: 425–917–6500; fax: 425–917–6590; e-mail: kevin.nguyen@faa.gov.

Related Information

Related Information (in)(1) For more information about this AD, contact Kevin Nguyen, Aerospace Engineer, Propulsion Branch, ANM–140S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue, SW., Renton, Washington 98057–3356; phone: 425–917–6500; fax: 425–917–6590; e-mail: kevin.nguyen@faa.gov.

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H–65, Seattle, Washington 98057–3356; phone: 425–917–6500; fax: 425–917–6590; e-mail: kevin.nguyen@faa.gov.

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–2011–1095; Directorate Identifier 2010–NM–241–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 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

Transport Canada Civil Aviation (TCCA), which is the airworthiness authority for Canada, has issued Canadian Airworthiness Directive CF–2010–25, dated August 3, 2010 (referred to after this as “the MCAI”), to correct
an unsafe condition for the specified products. The MCAI states:

During pre-delivery inspections and test flights, several short circuit events were reported, one of which resulted in smoke in the cockpit. There were no in-service incidents.

Investigations have identified three conditions affecting the wiring of Circuit Breaker Panels 1, 2, 3 and 4 (CBP–1, CBP–2, CBP–3, and CBP–4) and Junction Boxes 17 and 18 (JB17 and JB18), which would lead to short-circuiting:

1. In CBP–1, there may be low clearance between specific bus bars and the circuit breaker panel structure.
2. Some nickel-plated terminal lugs, size number 22–20 with a green insulating sleeve, may not have been manufactured to applicable standards. These terminal lugs may have been installed in CBP–1, CBP–2, CBP–3, CBP–4, JB17 and JB18. This manufacturing defect affects the mechanical hold of the wire in the cramped lug barrel.
3. In JB17, JB18 and the above-mentioned CBPs, foreign object debris (FOD) may be found.

If not corrected, these conditions could result in arcing, damage to adjacent structure, smoke in the cockpit, or loss of system redundancies.

This TCCA directive is issued to mandate the replacement or relocation of the specific CBP–1 bus bars, the [detailed inspection, and rework if necessary, of any loose or improperly cramped lugs in CBP–1, CBP–2, CBP–3, CBP–4, JB17 and JB18, and to ensure there is no FOD in the affected areas [via a general visual inspection for FOD, and removal if necessary].

You may obtain further information by examining the MCAI in the AD docket.

Relevant Service Information

Bombardier has issued Service Bulletin 605–24–002, dated December 07, 2009, and Service Bulletin 605–24–004, dated January 18, 2010. 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 referenced 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 69 products of U.S. registry. We also estimate that it would take about 6 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 $347 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 $59,133, or $857 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 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 December 12, 2011.

AFFECTED ADs

(b) None.

Applicability

Subject

(d) Air Transport Association (ATA) of America Code 24; Electrical Power.

Reason

(e) The mandatory continuing airworthiness information (MCAI) states: During pre-delivery inspections and test flights, several short circuit events were reported, one of which resulted in smoke in the cockpit. There were no in-service incidents.

Investigations have identified three conditions affecting the wiring of Circuit Breaker Panels * * * and Junction Boxes * * *, which would lead to short circuiting: If not corrected, these conditions could result in arcing, damage to adjacent structure, smoke in the cockpit, or loss of system redundancies.

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.

Inspections, Bus Bar Actions, and Corrective Actions

(g) For airplanes having serial numbers 5701 through 5752, 5754 through 5775, 5777, 5780 through 5781, 5783 through 5790, 5792, 5794 through 5796, 5798, 5801, and 5804:

Within 800 flight hours after the effective date of this AD, do the actions in paragraph (g)(1), (g)(2), and (g)(3) of this AD, in accordance with the Accomplishment Instructions of the Bombardier Service Bulletin 605–24–004, dated January 18, 2010.


(2) Relocate or replace the CBP–1 bus bars as applicable.

(3) Do a general visual inspection for foreign object damage (FOD). If any FOD is found: Before further flight, remove the FOD. For airplanes having serial numbers 5701 through 5752, 5754 through 5756, 5758 through 5775, 5777, 5781, 5783 through 5790, 5792, 5794 through 5796, 5798, 5801, and 5804: Within 800 flight hours after the effective date of this AD, do the actions in paragraph (b)(1) and (b)(2) of this AD, in accordance with the Accomplishment Instructions of the Bombardier Service Bulletin 605–24–002, dated December 7, 2009.


(2) Do a general visual inspection for FOD. If any FOD is found: Before further flight, remove the FOD.

FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows: The Accomplishment Instructions of Bombardier Service Bulletin 605–24–002, dated December 7, 2009, does not specify corrective action for the general visual inspection for FOD. This AD requires removing any FOD discovered during the general visual inspection.

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. 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 the ACO, send it 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, 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


Issued in Renton, Washington, on October 17, 2011.

Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2011–27653 Filed 10–25–11; 8:45 am]