DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2011–0868; Directorate Identifier 2011–CE–027–AD; Amendment
39–16854; AD 2011–23–03]

RIN 2120–AA64

Airworthiness Directives; SOCATA Airplanes

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

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain
SOCATA Model TBM 700 airplanes. This AD results from mandatory
continuing airworthiness information (MCAI) issued 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:

A TBM700 operator reported an occurrence
where, as a result of handling the standby
compass lighting bulb cover in flight, both
essential bus bars (ESS BUS 1 and ESS BUS
2) failed, leading to loss of a number of
instruments and navigation systems.

The technical investigations carried out by
SOCATA have shown that the cause of this
occurrence was that the electrical protection
of some TBM 700 aeroplanes is insufficient
for in-flight handling of the standby
compass lighting cover when energized.

This condition, if not corrected, may
compromise the ability of the pilot to safely
operate the airplane under certain flight
conditions due to the increase of workload.

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

DATES: This AD is effective December 6, 2011.

The Director of the Federal Register
approved the incorporation by reference of a certain publication listed in the AD
as of December 6, 2011.

ADDRESSES: You may examine the AD
docket on the Internet at http://
www.regulations.gov or in person at
Document Management Facility, U.S.
Department of Transportation, Docket
Operations, M–30, West Building
Ground Floor, Room W12–140, 1200
New Jersey Avenue SE., Washington,
DC 20590.

For service information identified in
this AD, contact SOCATA—Direction
des Services, 63921 Tarbes Cedex 9,
France; telephone: +33 (0)5 62 41 73 00;
fax: +33 (0)5 62 41 76 54; or in the
United States contact SOCATA North
America, Inc., North Perry Airport, 7501
South Airport Road, Pembroke Pines,
Florida 33023; telephone: (954) 893–
1400; fax: (954) 964–4141; Internet:
You may review copies of the referenced service information at the
FAA, Small Airplane Directorate, 901
Locust, Kansas City, Missouri 64106.
For information on the availability of this
material at the FAA, call (816) 329–
4148.

FOR FURTHER INFORMATION CONTACT:
Albert Mercado, Aerospace Engineer,
FAA, Small Airplane Directorate, 901
Locust, Room 301, Kansas City,
Missouri 64106; telephone: (816) 329–
4119; fax: (816) 329–4090; email:
albert.mercado@faa.gov.

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 August 16, 2011 (75 FR
50706). That NPRM proposed to correct
an unsafe condition for the specified
products. The MCAI states:

A TBM700 operator reported an occurrence
where, as a result of handling the standby
compass lighting bulb cover in flight, both
essential bus bars (ESS BUS 1 and ESS BUS
2) failed, leading to loss of a number of
instruments and navigation systems.

The technical investigations carried out by
SOCATA have shown that the cause of this
occurrence was that the electrical protection
of some TBM 700 aeroplanes is insufficient
for in-flight handling of the standby
compass lighting cover when energized.

This condition, if not corrected, may
compromise the ability of the pilot to safely
operate the airplane under certain flight
conditions due to the increase of workload.

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

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

Costs of Compliance

We estimate that this AD will affect
124 products of U.S. registry. We also
estimate that it will take about 1 work-
hour 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 $350 per
product.

Based on these figures, we estimate
the cost of this AD on U.S. operators to
be $53,940 or $435 per product.

According to the manufacturer, all of
the costs of this AD may be covered
under warranty, thereby reducing the
cost impact on affected individuals. We
do not control warranty coverage for
affected individuals. As a result, we
have included all costs in our cost
estimate.

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
Adoption of the Amendment

List of Subjects in 14 CFR Part 39

Comments will be available in the AD Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD Docket Management Facility is in the West Building, Room 225, C Pond Road, Washington, DC 20405, or in person at the Docket Management Counter on the same location. You may also view the AD docket on the Internet at http://www.regulations.gov; or in person at the Docket Management Facility. The docket is also available in the AD Docket Management Facility. Comments will be available in the ADocket 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:


(a) Effective Date

This airworthiness directive (AD) becomes effective December 6, 2011.

(b) Affected ADs

None.

(c) Applicability

This AD applies to SOCATA Model TBM 700 airplanes, serial numbers 148 through 572, 574, and 576, certified in any category.

(d) Subject


(e) Reason

The mandatory continuing airworthiness information (MCAI) states:

A TBM700 operator reported an occurrence where, as a result of handling the standby compass lighting bulb cover in flight, both essential bus bars (ESS BUS 1 and ESS BUS 2) failed, leading to loss of a number of instruments and navigation systems.

The technical investigations carried out by SOCATA have shown that the cause of this occurrence was that the electrical protection of some TBM 700 aeroplanes is insufficient to allow in-flight handling of the standby compass lighting cover when energized.

This condition, if not corrected, may compromise the ability of the pilot to safely operate the aeroplane under certain flight conditions due to the increase of workload.

To address this unsafe condition, SOCATA have developed a modification which consists of installing a protection fuse on the wire at the standby compass connector, introduced by SOCATA Service Bulletin (SB) 70–192–34.

For the reasons described above, this AD requires installation of a protection of the electrical wire at the standby compass connector.

(f) Actions and Compliance

Unless already done, within 6 months after December 6, 2011 (the effective date of this AD), install a protection fuse on the wire at the standby compass connector following the Accomplishment Instructions in DAHER–SOCATA TBM Aircraft Mandatory Service Bulletin SB 70–192–34, dated April 2011.

(g) FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: No differences.

(b) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, 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: Albert Mercado, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4119; fax: (816) 329–4096; email: albert.mercado@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthly 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.

(3) Reporting Requirements: For any reporting requirement in this AD, 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 failure to comply with a collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120–0056. Public reporting for this collection of information is estimated to take approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave., SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES–200.

(i) Related Information


(j) Material Incorporated by Reference

(1) You must use DAHER–SOCATA TBM Aircraft Mandatory Service Bulletin SB 70–192–34, dated April 2011, to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 on December 6, 2011.

(2) For service information identified in this AD, contact SOCATA—Direction des
DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives: The Boeing Company Model 737–300, –400, and –500 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are superseding an existing airworthiness directive (AD) for certain Model 737–300, –400, and –500 series airplanes. That AD currently requires repetitive inspections for cracking of the 1.04-inch nominal diameter wire penetration hole, and applicable related investigative and corrective actions. This AD reduces the compliance times for those actions. This AD was prompted by reports of cracking in the frame, or in the frame and frame reinforcement, common to the 1.04-inch nominal diameter wire penetration hole intended for wire routing; and recent reports of multiple adjacent frame cracking found before the compliance time required by the existing AD. Such cracking could reduce the structural capability of the frames to sustain limit loads, and result in cracking in the fuselage skin and subsequent rapid depressurization of the airplane. We are issuing this AD to correct the unsafe condition on these products.

DATES: This AD is effective November 16, 2011.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of November 16, 2011. We must receive any comments on this AD by December 16, 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, 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 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; email me.boecom@boeing.com; Internet https://www.myboeingfleet.com. You may review copies of the referenced service information at the FAA, Transport Aircraft Division, 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 AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (phone: (800) 647–5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.


SUPPLEMENTARY INFORMATION:

Discussion

On August 26, 2009, we issued AD 2009–02–06 R1, Amendment 39–16015 (74 FR 45979, September 8, 2009), for certain Model 737–300, –400, and –500 series airplanes. That AD requires repetitive inspections for cracking of the 1.04-inch nominal diameter wire penetration hole in the frame and in the frame reinforcement, between stringers S–20 and S–21, on both the left and right sides of the airplane, and applicable related investigative and corrective actions. That AD resulted from reports of cracking in the frame, or in the frame and frame reinforcement, common to the 1.04-inch nominal diameter wire penetration hole intended for wire routing. We issued that AD to detect and correct cracking in the fuselage frames and frame reinforcements, which could reduce the structural capability of the frames to sustain limit loads, and result in cracking in the fuselage skin and subsequent rapid depressurization of the airplane.

Actions Since AD Was Issued

Since we issued AD 2009–02–06 R1, Amendment 39–16015 (74 FR 45979, September 8, 2009), we received a report of four adjacent cracked frames at body station (BS) 500B, BS 500C, BS 500D, and BS 520 in the forward cargo compartment between S–20L and S–21L on a Model 737–300 series airplane. The cracks at BS 500B and BS 500C were completely through the frame and fail-safe chord. The BS 500B frame was also cracked on the right-hand side. The cracks were discovered when the airplane had accumulated 44,535 total flight cycles and 44,876 total flight hours—before the compliance time required by AD 2009–02–06 R1.

Relevant Service Information

AD 2009–02–06 R1, Amendment 39–16015 (74 FR 45979, September 8, 2009), referred to Boeing Alert Service Bulletin 737–53A1279, dated December 18, 2007, as the appropriate source of service information for the required actions. Boeing has since revised this service bulletin. We reviewed Boeing Alert Service Bulletin 737–53A1279, Revision 1, dated September 2, 2011, which shortens the compliance time to 30,000 total flight cycles, with a grace period of 30 or 90 days, and reduces the repetitive interval from 14,000 to 4,500 flight cycles. The procedures are unchanged from those specified in