
(j) Credit for Previous Actions
This paragraph provides credit for the replacement required by paragraph (g) of this AD, if the replacement was performed before the effective date of this AD using Boeing Alert Service Bulletin 777–75A0002, dated January 12, 2011.

(j) Alternative Methods of Compliance (AMOCs)
(1) The Manager, Seattle Aircraft Certification Office (ACO), 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 the attention of the person identified in the Related Information section of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.
(2) 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.

(k) Related Information
For more information about this AD, contact Margaret Langsted, Aerospace Engineer, Propulsion Branch, ANM–140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98057–3356; phone: 425–917–6500; fax: 425–917–6590; email: Margaret.Langsted@faa.gov.

(l) Material Incorporated by Reference
(1) The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51.
(2) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise.
(i) Boeing Service Bulletin 777–75A0002, Revision 1, dated October 26, 2011.
(iv) Rolls-Royce Service Bulletin RB.211–75–G466, Revision 1, including Supplement, dated June 20, 2011. The revision level of this document is not identified in the document.
(v) Rolls-Royce Service Bulletin RB.211–75–G466, Revision 2, including Supplement, dated November 21, 2011. The revision level of this document is not identified in the document.
(4) For Rolls-Royce service information identified in this AD, contact Rolls-Royce plc, P.O. Box 31, Derby, DE24 8BJ, England; telephone: 011 44 1332 242424; fax: 011 44 1332 249936; Internet: https://www.aeromanager.com.
(5) 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.
(6) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.
Issued in Renton, Washington, on July 26, 2012.
Kalene C. Yanamura, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 2012–19252 Filed 8–28–12; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

RIN 2120–AA64

Airworthiness Directives; Goodyear Aviation Tires

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for Goodyear Aviation Tires, part number 299K63–1 (Brazilian made new tires only), installed on various transport category airplanes, including but not limited to Bombardier, Inc. Model CL–600–2B19 airplanes. This AD results from mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as tire tread separations and tread‐area bulges on the main landing gear tires due to low adhesion in the tread shoulder area. The unsafe condition is specific to Brazilian produced new tires, size 1129x9.0–15, only; retrofit tires are not affected by this AD. This condition, if not detected and corrected, could cause the main landing gear tires to fail during takeoff or landing. The failure may cause damage to the airplane structure, flaps, engine, and wheel well and result in reduced controllability of the airplane. We are issuing this AD to require actions to address the unsafe condition on these products.

DATES: This AD is effective September 13, 2012.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of September 13, 2012.

We must receive comments on this AD by October 15, 2012.

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 AD, contact Goodyear Aviation, ATTN: Richard McKenna—Product Support Manager (North America), 100 Business Center Drive, Stockbridge, GA 30281; phone: (678) 364–8956; fax: (678) 284–6101; email: rich_mckenna@goodyear.com; Internet: www.goodyearaviation.com. 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.

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 (telephone (800) 647–5527) is in the Addresses section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Samuel Belete, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, 1701 Columbia Avenue, College Park, Georgia 30334; phone: (770) 963–9206; fax: (770) 963–9255; email: samuel_belete@faa.gov; Internet: www.faa.gov.
The MCAI states:

condition for the specified products.

dated June 5, 2012 (referred to after this
Airworthiness Directive 2012–05–01,
authority for Brazil, has issued Brazilian
Civil (ANAC), which is the aviation
Design Authority, they have notified us
in the United States. Pursuant to our
authority of another

The MCAI requires replacing all affected
tires and prohibits any future
installation of the affected tires. You
may obtain further information by
examining the MCAI in the AD docket.

Relevant Service Information

Goodyear Aviation has issued Service
Bulletin 2012–32–001, dated April 19,
2012. The actions described in this
service information are intended to
correct the unsafe condition identified
in the MCAI.

FAA's Determination and Requirements
of the 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 this State of
Design Authority, they have notified us
of the unsafe condition described in the
MCAI and service information
referenced above. We are issuing this
AD because we evaluated all
information provided by the State of
Design Authority and determined the
unsafe condition exists and is likely to
exist or develop on other products of the
same type design.

FAA's Determination of the Effective
Date

An unsafe condition exists that
requires the immediate adoption of this
AD. The FAA has found that the risk to
the flying public justifies waiving notice
and comment prior to adoption of this
rule because failure of the main landing
gear tires during takeoff or landing
could cause damage to the airplane
structure, flaps, engine, wheel well and
may result in reduced controllability of
the airplane. Therefore, we determined

that notice and opportunity for public
comment before issuing this AD are
impracticable and that good cause exists
for making this amendment effective in
fewer than 30 days.

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 ADDRESSSES section.
Include “Docket No. FAA–2012–0881;
Directorate Identifier 2012–CE–029–
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.

Costs of Compliance

We estimate that this AD will affect
about 3,400 tires potentially installed on
products of U.S. registry. We also
estimate that it would take about 3
work-hours per product to comply with
the basic requirements of this AD. The
average labor rate is $85 per work-hour.
Required parts would cost about $2,000
per product.

Based on these figures, we estimate the
cost of the AD on U.S. operators to
be $7,667,000, or $2,255 per product.

According to the manufacturer, some
of the costs of this AD may be covered
on a one-to-one basis as noted in
Goodyear Aviation Service Bulletin
2012–32–001, dated April 19, 2012,
thereby reducing the cost impact on
affected individuals. We do not control
warranty or exchange coverage for
affected operators. 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
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 that 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),
(3) Will not affect intrastate aviation
in Alaska, and
(4) 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.

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:

2012–17–01 Goodyear Aviation Tires:
Amendment 39–17164; Docket No.
FAA–2012–0881; Directorate Identifier
2012–CE–029–AD.

(a) Effective Date

This airworthiness directive (AD) becomes
effective September 13, 2012.
(b) Affected ADs

None.

c) Applicability

This AD applies to the following new Goodyear Aviation Tires (retreads are not affected by this AD), installed on various transport category airplanes, including but not limited to Bombardier, Inc. Model CL–600–2B19 airplanes:

(1) New tire part number (P/N) 299K63–1 with the following specifications:
   (i) Tire size: H29x9.0–15;
   (ii) Ply rating: 16PR; and
   (iii) Speed rating: 210 miles per hour.

(2) Serial numbers (S/N) 01867xxx through 02737xxx with the following specifications:
   (i) The 5th digit of the serial number must be a “7”; and
   (ii) “XXX” can be any combination of three single digit numbers.

d) Subject

Air Transport Association of America (ATA) Code 32: Landing gear.

e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as tire tread separations and tread-area bulges on the main landing gear tires due to low adhesion in the tread should area. We are issuing this AD to prevent failure of the main landing gear tires during takeoff or landing, which could cause damage to the airplane structure, flaps, engine, and wheel well and result in reduced controllability of the airplane.

(f) Actions and Compliance

Unless already done, do the following actions in accordance with Goodyear Aviation Service Bulletin 2012–32–001, dated April 19, 2012.

(1) Within the next 5 flight cycles (landings) after September 13, 2012 (the effective date of this AD), inspect the main landing gear tires, P/N 299K63–1, to determine if an affected S/N tire, as specified in paragraph (c) of this AD, is installed. A review of the airplane maintenance records is acceptable in lieu of this inspection if the P/N and S/N of the tires installed can be positively determined from that review. Operators that do not maintain landing records can determine the number of landings by dividing the number of airplane hours time-in-service (TIS) by two.

(2) Before further flight after the inspection required in paragraph (f)(1) of this AD, replace any tire that has an affected serial number.

(3) As of September 13, 2012 (the effective date of this AD), do not install any main landing gear tire, P/N 299K63–1, that has an affected serial number specified in paragraph (c)(2) of this AD.

g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Atlanta Aircraft Certification Office (ACO), 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: Samuel Belete, Aerospace Engineer, FAA, Atlanta ACO, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474–5536; fax: (404) 474–5566; email: samuel.belete@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 FAA AC.

(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.

(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 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 be 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.

(h) Special Flight Permit

We are allowing a one-time special flight permit to return the airplane to a suitable maintenance base provided a detailed inspection of the main landing gear tires is done and no tread separation or bulge is detected.

(i) Related Information


(j) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.


(ii) Reserved.

For Goodyear Aviation Tires service information identified in this AD, contact Goodyear Aviation, ATTN: Richard McKenna—Product Support Manager (North America), 100 Business Center Drive, Stockbridge, GA 30281; phone: (678) 364–8956; fax: (678) 204–6101; email: rich.mckenna@goodyear.com.

You may view this service information at 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.

(3) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: http://www.archives.gov/federal-register/cfr/index.html.

Issued in Kansas City, Missouri, on August 16, 2012.

Earl Lawrence,
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2012–20696 Filed 8–28–12; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Univair Aircraft Corporation Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are superseding an existing airworthiness directive (AD) for certain Univair Aircraft Corporation Models (ERC0) 415–C, 415–CD, 415–D, E–G; (Forney) F–1 and F–1A; (Alon) A–2 and A2–A; and (Mooney) M10 airplanes. That AD currently requires an inspection of the aileron balance assembly and ailerons for cracks and excessive looseness of associated parts with the required repair or replacement of defective parts as necessary. This new AD would add airplanes to the Applicability section; require inspections of the ailerons, aileron balance assembly, and aileron rigging for looseness or wear, require repair or replacement of parts as necessary; and require a report of the inspection results. This new AD was prompted by a report of a Univair Aircraft Corporation Model ERC0 415–D Ercoupe that crashed after an in-flight...