23, 2011. All corrective actions must be done before further flight.

(h) 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.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD if it is approved by the Boeing Commercial Airlines Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(i) Related Information

(1) For more information about this AD, contact Marie Hogestad, Aerospace Engineer, Systems and Equipment Branch, ANM–1305, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057–3356; phone: (425) 917–6418; fax: (425) 917–6590; email: marie.hogestad@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 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 Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington. For information on the availability of this material at the FAA, call 425–227–1221.

Issued in Renton, Washington, on September 7, 2012.

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

[FRC Doc. 2012–23148 Filed 9–19–12; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives: Airbus Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for certain Airbus Model A330–202, −203, −223, −243, −302, −323, −342, and −343 airplanes; and Model A340–313 airplanes. This proposed AD was prompted by reports that a specific batch of cargo doors might have deviations in quality related to door structure, such as irregular bore holes, improper application of sealant and paint, or uncleanliness. This proposed AD would require inspecting to identify the part and serial numbers of the forward and aft cargo doors, and replacing the affected cargo doors. We are proposing this AD to prevent the degraded structural capability of the cargo door, a primary structure, from leading to failure of the door, which could lead to a breach through the door or the door detaching from the airplane, resulting in potential rapid decompression.

DATES: We must receive comments on this proposed AD by November 5, 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, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this proposed 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; email airworthiness.A330-A340@airbus.com; Internet http://www.airbus.com. 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.

Examine 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 proposed 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:

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–2012–0939; Directorate Identifier 2011–NM–200–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 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 proposed AD.

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 2011–0177, dated September 15, 2011 (corrected September 28, 2011) (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

Investigations have shown that a specific batch of cargo doors might have deviations in
quality, such as irregular bore holes, improper application of sealant and paint or cleanliness. These production deviations are related to the quality of the door structure. This condition, if not corrected, may degrade the structural integrity of the affected Forward (Fwd) and Aft cargo doors.

For the reasons described above, this [EASA] AD requires a one-time inspection to identify the [part and serial numbers of the] Fwd and Aft cargo doors, and replacement of the affected cargo doors.

* * * * *

The unsafe condition is the degraded structural capability of the cargo door, a primary structure, which could lead to failure of the door, which could detach from the airplane or have a breach through the door, resulting in potential decompression. Required actions include contacting the FAA, or EASA (or its delegated agent), for repair instructions for any door part/serial number that cannot be identified for a specified airplane. You may obtain further information by examining the MCAI in the AD docket.

Relevant Service Information

Airbus has issued Mandatory Service Bulletins A330–52–3083 (for affected Model A330 airplanes) and A340–52–4093 (for Model A340–553 airplanes), both dated May 31, 2011. 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.

Costs of Compliance

Based on the service information, we estimate that this proposed AD would affect about 6 products of U.S. registry. We also estimate that it would take about 2 work-hours per product to comply with the basic requirements of this proposed AD. The average labor rate is $85 per work-hour. Based on these figures, we estimate the cost of the proposed AD on U.S. operators to be $1,020, or $170 per product.

In addition, we estimate that any necessary follow-on actions would take about 52 work-hours and require parts costing $0, for a cost of $4,420 per product; the manufacturer has agreed to reimburse these labor costs. Where the service information lists required parts costs that are covered under warranty, 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. We have no way of determining the number of products that may need these actions.

Authority for This Rulemaking


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);
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.

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:


(a) Comments Due Date

We must receive comments by November 5, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus airplanes, certificated in any category, as identified in paragraphs (c)(1) and (c)(2) of this AD.


(2) Model A340–313 airplane, MSN 0955.
VerDate Mar<15>2010 14:44 Sep 19, 2012 Jkt 226001 PO 00000 Frm 00016 Fmt 4702 Sfmt 4702 E:\FR\FM\20SEP1.SGM 20SEP1wreier-aviles on DSK5TPTVN1PROD with PROPOSALS

Directorate, FAA, is the authority to
Branch, ANM–116, Transport Airplane
airplane as required by paragraph (h) of this
or aft cargo door that was removed from any
Agency (EASA) (or its delegated agent), for
airplanes): Within 10 days after
4093, dated May 31, 2011 (for Model A340
airplanes). A review of airplane maintenance
records is acceptable in lieu of this
inspection if the part number and serial
number of the door can be conclusively
determined from that review.
(1) Prior to the accumulation of 7,400 total
flight cycles, or 72 months after the airplane’s
first flight, whichever occurs first.
(2) Within 60 days after the effective date of
this AD.

(h) Replacement
If, during the inspection required by
paragraph (g) of this AD, the part number and
serial number of the airplane’s forward and/
or aft cargo doors, as applicable to airplane
MSN, are identified in Airbus Mandatory
Service Bulletin A330–52–3083, dated May 31, 2011 (for Model A330 airplanes); or
Airbus Mandatory Service Bulletin A340–52–
4093, dated May 31, 2011 (for Model A340
airplanes): Before further flight, replace the
affected door with a new or serviceable door,
in accordance with the Accomplishment
Instructions of Airbus Mandatory Service
Bulletin A330–52–3083, dated May 31, 2011; or
Airbus Mandatory Service Bulletin A340–
52–4093, dated May 31, 2011; as applicable.

(i) Repair
If, during the inspection required by
paragraph (g) of this AD, there is any
discrepancy between the installed forward
and/or aft cargo doors part/serial number and
airplane MSN, as that part/serial number and
MSN are identified in Airbus Mandatory
Service Bulletin A330–52–3083, dated May 31,
2011 (for Model A330 airplanes); or
Airbus Mandatory Service Bulletin A340–52–
4093, dated May 31, 2011 (for Model A340
airplanes): Within 10 days after
accomplishing the inspection, contact the
FAA, or the European Aviation Safety
Agency (EASA) (or its delegated agent), for
further instructions and time limits, and
accomplish those instructions within the
specified time limits.

(j) Parts Installation Prohibition
As of the effective date of this AD, no
person may install on any airplane a forward
or aft cargo door that was removed from any
airplane as required by paragraph (h) of
this AD.

(k) Other FAA AD Provisions
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:
Vladimir Ulyanov, Aerospace Engineer,
International Branch, ANM–116, Transport
Airplane Directorate, FAA, 1601 Lind
Avenue SW., Renton, Washington 98057–
3356; telephone (425) 227–1138; fax (425)
227–1149. Information may be emailed 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 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
returns to service.

(l) Related Information
Refer to MCAI EASA Airworthiness
Directive 2011–0177, dated September 15,
2011 (corrected September 28, 2011), and the
service information identified in paragraphs
(l)(1) and (l)(2) of this AD, for related
information.
(1) Airbus Mandatory Service Bulletin
(2) Airbus Mandatory Service Bulletin

Issued in Renton, Washington, on
September 6, 2012.
Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.

-written by: 2098.
BILLING CODE 4910–13–P

FEDERAL TRADE COMMISSION
16 CFR Part 423
Trade Rule Regulation on Care
Labeling of Textile Wearing Apparel
and Certain Piece Goods
AGENCY: Federal Trade Commission.
ACTION: Notice of proposed rulemaking.

SUMMARY: Based on comments received
in response to its Advance Notice of
Proposed Rulemaking (“ANPR”), the
Federal Trade Commission proposes to
amend its trade regulation rule on Care
Labeling of Textile Wearing Apparel
and Certain Piece Goods as Amended
(“Rule”) to: Allow garment manufacturers
and marketers to include instructions for
professional wetcleaning on labels; permit the use of
Guide for Care Symbols for Care
Instructions on Textile Products,” or
labeling code using symbols,” in lieu of
terms; clarify what can constitute a
reasonable basis for care instructions;
and update the definition of “dryclean.”
In addition, the Commission seeks
comment on several other issues.

DATES: Written comments must be received
on or before November 16, 2012. Parties interested
in an opportunity to present views orally
must submit a request to do so as
explained below, and such requests
must be received on or before November
16, 2012.

ADDRESSES: Interested parties may file a
comment online or on paper by
following the instructions in the
SUPPLEMENTARY INFORMATION
section below. Write “Care Labeling Rule, 16
CFR Part 423, Project No. R511915” on
your comment, and file your comment
online at https://
ftcpublic.commentworks.com/ftc/
carelabelingnprm by following the instructions on the Web-based form.

If you prefer to file your comment on paper,
mail or deliver your comment to the
following address: Federal Trade
Commission, Office of the Secretary,
Room H–113 (Annex B), 600
Pennsylvania Avenue NW.,
Washington, DC 20580.

FOR FURTHER INFORMATION CONTACT:
Robert M. Frishy, Attorney, Federal
Trade Commission, Division of
Enforcement, Bureau of Consumer
Protection, 600 Pennsylvania Avenue
NW., Washington, DC 20580.

SUPPLEMENTARY INFORMATION: The
Commission finds that using expedited
procedures in this rulemaking will serve
the public interest. Specifically, they
support the Commission’s goals of
clarifying and updating existing
regulations without undue expenditure
of resources, while ensuring that the
public has an opportunity to submit
data, views, and arguments on whether
the Commission should amend the Rule.
Because written comments should
adequately present the views of all
interested parties, the Commission is
not scheduling a public hearing or
workshop. However, if anyone would
like to present views orally, he or she
should follow the procedures set forth in
the DATES, ADDRESSES, and
SUPPLEMENTARY INFORMATION
sections of this document. Pursuant to 16 CFR 1.20,
the Commission will use the procedures
set forth in this document, including:
(1) Publishing this Notice of Proposed
