(d) Unsafe Condition

This AD was prompted by reports of three failures of TGB radial gearshafts which resulted in in-flight shutdowns (IFSDs). We are issuing this AD to prevent failure of the TGB radial gearshaft, which could result in IFSD of one or more engines, loss of thrust control, and damage to the airplane.

(e) Compliance

(1) Comply with this AD within the compliance times specified, unless already done.

(2) Before further flight after the effective date of this AD, do not operate the airplane if more than one installed engine has a TGB radial gearshaft P/N and S/N listed in Figure 1 to paragraph (c) of this AD.

(f) Mandatory Terminating Action

No later than 60 days after the effective date of this AD, replace all TGB radial gearshafts identified in Figure 1 to paragraph (c) of this AD that are installed on an airplane with TGB radial gearshafts that are eligible for installation.

(g) Prohibition on Operation

Sixty days after the effective date of this AD, do not operate any airplane that has an engine installed that has a TGB radial gearshaft P/N and S/N listed in Figure 1 to paragraph (c) of this AD that are installed on an airplane with TGB radial gearshafts that are eligible for installation.

(h) Definition

For the purposes of this AD, a TGB radial gearshaft eligible for installation is:

(1) A TGB radial gearshaft P/N and S/N, not listed in this AD or
(2) A TGB radial gearshaft with an S/N listed in paragraph (c) of this AD with part number 1995M24P04, 2205M61P01 or 2205M61P02.

(i) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures in 14 CFR 39.19 to make your request.

(j) Related Information

(1) For more information about this AD, contact Carlos Fernandes, Aerospace Engineer, Engine Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781–238–7189; fax: 781–238–7199; email: carlos.fernandes@faa.gov.

(2) GE GE90–100 Series Alert Service Bulletin No. GE90–100 S/B 72–A0568, Revision 0, dated July 10, 2013; GE GE90–100 Series Service Bulletin (SB) No. GE90–100–S/B 72–0569, Revision 0, dated July 19, 2013; GE GE90–100 Series SB No. GE90–100 S/B 72–0563, Revision 0, dated June 21, 2013; and Revision 1, dated July 10, 2013; GE GE90 S/B No. GE90 S/B 72–1091; Revision 0, dated June 11, 2013, can be obtained from GE using the contact information in paragraph (j)(3) of this AD.

(3) For service information identified in this AD, contact General Electric Company, One Neumann Way, Room 285, Cincinnati, OH; phone: 513–552–3272; email: geae.aoc@ge.com.

(4) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781–238–7125.

(k) Material Incorporated by Reference

None.
connection of the transfer tube from the ball nut of the THSA. We are issuing this AD to prevent degraded operation of the THSA, which could result in reduced controllability of the airplane.

**DATES:** This AD becomes effective September 10, 2013.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of September 10, 2013.

The Director of the Federal Register approved the incorporation by reference of certain other publications listed in this AD as of May 4, 2005 (70 FR 16104, March 30, 2005).

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


**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. The NPRM was published in the Federal Register on October 2, 2012 (77 FR 60075), and proposed to supersede AD 2005–07–04, Amendment 39–14028 (70 FR 16104, March 30, 2005). (AD 2005–07–04 superseded AD 2001–11–09, Amendment 39–12252 [66 FR 31143, June 11, 2001].) The NPRM proposed to correct an unsafe condition for the specified products. The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA Airworthiness Directive 2010–0192 (corrected), dated October 11, 2010; and EASA Airworthiness Directive 2010–0193 (corrected), dated October 11, 2010; [referred to after this as the Mandatory Continuing Airworthiness Information, or the "MCAI"], to correct an unsafe condition for the specified products. The MCAI states:

Several cases of transfer tube disconnection from the ball-nut of the trimmable horizontal stabilizer actuator (THSA) part number (P/N) 47172 and 47147–400 were detected on the ground during greasing and maintenance.

This condition is caused by water ingress into the ball-nut resulting in the jamming of the ball transfer circuit when the water freezes.

If the three (independent) ball circuits fail, then the THSA will operate on a fail-safe nut. This nut (which operates without balls) would then jam after several movements on the screw of the THSA.

This degraded operation is not detectable in the cockpit by the crew as long as the THSA does not jam and could damage the ball screw and the fail-safe nut.

To detect this unsafe condition, [Direccio´n General de Aviacio´n Civil] DGAC France AD F–2001–356 [and F–2001–357] was issued to require repetitive inspections of the transfer tubes and their collars in order to detect at an early stage any distortion or initiation of disconnection.

Further to a new case of transfer tube disconnection, * * * [revised DGAC ADs] required an additional repetitive greasing task with reinforcement of the ball-nut maintenance greasing instructions.

In addition, the electrical flight control computers monitor the operation of the THSA and the jamming of this actuator could be detected and indicated by messages on the maintenance system and on the ECAM [electronic centralized aircraft monitor]. In this case a mandatory inspection of the THSA is required before the next flight.


— the repetitive [detailed] inspection [for discrepancies] of all THSA P/N in service [for integrity of the primary and secondary load path] and check the Checkable Shear Pins [CSPs], and
— the lubrication of some THSA P/N, and

Airbus has later introduced 4 new THSA P/N (47172–300, 47172–500, 47172–510, 47172–520 and 47172–530).

This [EASA] AD retains the requirements of DGAC France AD F–2002–414R3 [and F–2002–415R2], which is superseded, and requires repetitive inspections and lubrications of the new THSA P/N.

The repetitive inspection and lubrication requirements for THSA P/N 47172–520 and 47172–530 shall also be included in the next Airworthiness Limitation Section (ALS) Part 4 revision.

* * * Corrective actions include replacing the THSA with a new THSA if cracks, dents, or corrosion are found, or if the feeder gage has failed at any of the four gaps. Other corrective action includes using a method approved by the FAA or the EASA (or its delegated agent) for a finding of metallic debris, loose nut, damaged or missing lock washers, pins and parts, or incorrect installation of items. AD 2005–07–04, Amendment 39–14028 (70 FR 16104, March 30, 2005), required repetitive inspections for discrepancies. This AD requires, for certain airplanes, repetitive inspections for the integrity of the primary and secondary load path, and the CSPs. The unsafe condition is the degraded operation of the THSA, which could result in reduced controllability of the airplane. You may obtain further information by examining the MCAI in the AD docket.

**Comments**

We gave the public the opportunity to participate in developing this AD. We considered the comments received.

**Request To Use Later Document Revision**

Delta Airlines (Delta) requested that paragraph (j)(2) of the NPRM (77 FR 60075, October 2, 2012) refer to Airbus A330 Airworthiness Limitations Section (ALS) Part 4—Ageing Systems Maintenance, Revision 03, dated September 9, 2011; instead of Revision 02, dated December 16, 2009. Delta stated that Revision 03 of that ALS specifies the 1,000 flight-hour lubrication threshold and repetitive interval that are specified in paragraph (j)(2) of the NPRM, whereas Revision 02 of this ALS specifies 700 flight hours for the lubrication threshold and repetitive interval.

We agree that Airbus A330 Airworthiness Limitations Section (ALS) Part 4—Ageing Systems Maintenance, Revision 03, dated September 9, 2011, correctly specifies the lubrication threshold and repetitive interval. We have changed paragraph (j)(2) of this AD accordingly. In addition, we have changed paragraph (j)(2) of this AD to reference Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 02, dated October 12, 2011; and Revision 03, dated November 15, 2012; for the same reason.

**Request To Change Wording**

Delta requested that we change the wording in paragraph (l) of the NPRM (77 FR 60075, October 2, 2012), which states "For airplanes identified in paragraph (k) of this AD." The commenter asked that the wording "identified in" be replaced with...
We disagree to change the wording in paragraph (n) in this AD (identified as paragraph (l) in the NPRM (77 FR 60075, October 2, 2012)) as requested by the commenter. However, we have moved the content of paragraphs (k)(1), (k)(2), and (k)(3) of the NPRM to new paragraph (l) in this AD to clarify the actions and affected airplanes. We have also moved the content of paragraph (k)(6) of the NPRM to new paragraph (m) of this AD, and re-identified succeeding paragraphs accordingly. Finally, in paragraph (n) of this AD, we revised the wording to describe the affected airplanes.

**Request To Include Additional Part Number**

Delta requested that we include THSA P/N 47172–520 and P/N “47172–530” in paragraph (m) of the NPRM (77 FR 60075, October 2, 2012) as applicable part numbers for Model A330 series airplanes. We disagree to include THSA P/N 47172–530 as there is no such part number. We infer that the commenter meant to specify THSA P/N 47172–530. THSA P/N 47172–520 and P/N 47172–530 are not included in the MCAL. However, all necessary tasks for those THSA part numbers are contained in Airbus A330 Airworthiness Limitations Section (ALS) Part 4—Ageing Systems Maintenance, Revision 03, dated September 9, 2011; and Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 02, dated October 12, 2011, and Revision 03, dated November 15, 2012. The FAA NPRMs to mandate these ALS Part 4 documents are pending at this time. Therefore, we have not changed this AD in this regard.

**Request To Consider Another EASA AD**

Corinne Dayde stated that she “Cannot see how EASA 2012–0061 is affected by.” The commenter provided no reason for the change. We disagree to change the wording in paragraph (n) in this AD (identified as paragraph (l) in the NPRM (77 FR 60075, October 2, 2012)) as requested by the commenter. However, we have moved the content of paragraphs (k)(1), (k)(2), and (k)(3) of the NPRM to new paragraph (l) in this AD to clarify the actions and affected airplanes. We have also moved the content of paragraph (k)(6) of the NPRM to new paragraph (m) of this AD, and re-identified succeeding paragraphs accordingly. Finally, in paragraph (n) of this AD, we revised the wording to describe the affected airplanes.

**Do not add any additional burden upon the public than was already proposed in the NPRM (77 FR 60075, October 2, 2012).**

**Costs of Compliance**

We estimate that this AD will affect about 33 products of U.S. registry.

The actions that are required by AD 2005–07–04, Amendment 39–14028 (70 FR 16104, March 30, 2005), and retained in this AD take up to 36 work-hours per product, at an average labor rate of $85 per work-hour. Based on these figures, the estimated cost of the retained actions is up to $3,060 per product.

We estimate that it will take about 2 work-hours per product to comply with the new basic requirements of this AD. The average labor rate is $85 per work-hour. Based on these figures, we estimate the cost of this AD on U.S. operators to be $5,610, or $170 per product.

We have received no definitive data that would enable us to provide cost estimates for the on-condition actions specified in 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 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.

We prepared a regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD docket.

**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.

**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 removing airworthiness directive (AD) 2005–07–04, Amendment 39–14028 (70 FR 16104, March 30, 2005), and adding the following new AD:


   **(a) Effective Date**

   This airworthiness directive (AD) becomes effective September 10, 2013.

   **(b) Affected ADs**

   This AD supersedes AD 2005–07–04, Amendment 39–14028 (70 FR 16104, March 30, 2005), and adding the following new AD:

   **2013–16 Airbus: Amendment 39–17504.**

   **(c) Applicability**


(d) Subject
Air Transport Association (ATA) of America Code 27: Flight Controls.

(e) Reason
This AD was prompted by several reports of disconnection of the transfer tube from the ball nut of the trimmable horizontal stabilizer actuator (THSA). We are issuing this AD to prevent degraded operation of the THSA, which could result in reduced controllability of the airplane.

(f) Compliance
You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

(g) Retained Modification or Replacement
This paragraph restates the requirements of paragraph (g) of AD 2005–07–04, Amendment 39–14028 (70 FR 16104, March 30, 2005). Except for Model A330–223F and –243F airplanes: Within 24 months after May 4, 2005 (the effective date of AD 2005–07–04), modify the ball nut of each THSA by doing paragraph (g)(1) or (g)(2) of this AD, as applicable.

1 For THSAs having part number (P/N) 47147–200, –210, –213, –300, –303, –315, or –400: Modify the ball nut of the THSA, or replace the existing THSA with an improved part having P/N 47147–500; as applicable; in accordance with Airbus Service Bulletin A330–27–3093 (for Model A330 series airplanes) or A340–27–4009 (for Model A340–200 and –300 series airplanes), both Revision 01, both dated September 5, 2002; as applicable.

2 Note 2 to paragraph (g)(2) of this AD: Airbus Service Bulletins A330–27–3093 and A340–27–4099, both Revision 01, both dated September 5, 2002, refer to TRW Aeronautical Systems Service Bulletin 47147–27–10, dated June 27, 2002 (which is not incorporated by reference in this AD), as additional guidance for accomplishing the modification of the ball nut of the THSA.

(h) Retained Previous/Concurrent Requirements
This paragraph restates the requirements of paragraph (h) of AD 2005–07–04, Amendment 39–14028 (70 FR 16104, March 30, 2005).

Table 1 to paragraph (h)(1) of this AD—Retained Previous/Concurrent Requirements for Model A330 Series Airplanes

<table>
<thead>
<tr>
<th>Airbus service bulletin—</th>
<th>Revision level—</th>
<th>Date—</th>
<th>Main action—</th>
<th>Additional source of guidance (not incorporated by reference in this AD)—</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-55-3020 .....</td>
<td>01</td>
<td>October 21, 1998 .....</td>
<td>Perform a general visual inspection of the THSA screw jack fitting assembly for correct installation of a washer; and correctly install washer as applicable.</td>
<td>None.</td>
</tr>
</tbody>
</table>

Table 2 to paragraph (h)(1) of this AD—Retained Previous/Concurrent Requirements for Model A340 Series Airplanes

<table>
<thead>
<tr>
<th>Airbus service bulletin—</th>
<th>Revision level—</th>
<th>Date—</th>
<th>Main action—</th>
<th>Additional source of guidance (not incorporated by reference in this AD)—</th>
</tr>
</thead>
</table>
TABLE 2 TO PARAGRAPH (h)(1) OF THIS AD—RETAINED PREVIOUS/CONCURRENT REQUIREMENTS FOR MODEL A340 SERIES AIRPLANES—Continued

<table>
<thead>
<tr>
<th>Airbus service bulletin—</th>
<th>Revision level</th>
<th>Date—</th>
<th>Main action—</th>
<th>Additional source of guidance (not incorporated by reference in this AD)—</th>
</tr>
</thead>
<tbody>
<tr>
<td>A340-55-4021 ..... 01 October 21, 1998 ..... Perform a general visual inspection of the THSA screw jack fitting assembly for correct installation of a washer; and correctly install washer as applicable.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(2) For the purposes of this AD, a general visual inspection is: A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.

(i) Retained Credit for Previous Actions

(1) This paragraph provides credit for the requirements of paragraph (g)(1) of this AD, if those actions were performed before May 4, 2005 (the effective date of AD 2005–07–04, Amendment 39–14028 (70 FR 16104, March 30, 2005)), using Airbus Service Bulletin A330–27–3085 (for Model A330 series airplanes) or A340–27–4089 (for Model A340–200 and –300 series airplanes), both Revision 01, both dated January 23, 2002 (which are not incorporated by reference in this AD), as applicable.

(2) This paragraph provides credit for the requirements of paragraphs (g)(2) of this AD, if those actions were performed before May 4, 2005 (the effective date of AD 2005–07–04, Amendment 39–14028 (70 FR 16104, March 30, 2005)), using Airbus Service Bulletin A330–27–3093 (for Model A330 series airplanes) or A340–27–4099 (for Model A340–200 and –300 series airplanes), both dated June 27, 2002 (which are not incorporated by reference in this AD), as applicable.

(j) New Repetitive Greasing Procedure

(1) Within 700 flight hours after the effective date of this AD, or within 700 flight hours after the date of the last lubrication, whichever occurs later; and thereafter at intervals not to exceed 700 flight hours from the last lubrication of the trimmable horizontal stabilizer (THS) actuator ball screw nut: Perform Task 27.40.00/02, Lubrication of THS Actuator Ball Screw Nut, in accordance with Airbus A330 Maintenance Review Board Report (MRBR), Revision 12, dated July 1, 2010 (for Model A330 series airplanes); or Airbus A340 MRBR, Revision 12, dated July 1, 2010 (for Model A340 series airplanes); on all THSAs.

(2) For airplanes identified in paragraphs [(i)(1), (i)(2), and (i)(3)] of this AD, as applicable, lubrication of the THS actuator ball screw nut must not exceed 1,000 flight hours and a repetitive interval not exceeding 1,000 flight hours, in accordance with Task 274400–00002–1–E, Lubrication of the THSA Ball Nut, of Airbus A330 Airworthiness Limitations Section (ALS) Part 4—Systems Maintenance, Revision 03, dated September 9, 2011 (for Model A330 series airplanes); or Task 274400–00002–1–E, Lubrication of the THSA Ball Nut, of Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 02, dated October 12, 2011, or Revision 03, dated November 15, 2012 (for Model A340–200 and –300 series airplanes); is acceptable for compliance with the requirements of paragraph [(i)(1)] of this AD.

(i) Airplanes on which Airbus Modifications 52269, 56056, and 55780 have been done in production.

(ii) Model A330 series airplanes on which the actions specified in Airbus Mandatory Service Bulletin A330–27–3137, dated March 20, 2007, or Revision 01, dated December 6, 2007, or Revision 02, dated January 18, 2010 (for Model A330 series airplanes); or Airbus Mandatory Service Bulletin A330–27–4136, dated March 20, 2007, or Revision 01, dated December 6, 2007, or Revision 02, dated February 24, 2010 (for Model A340–200 and –300 series airplanes); none of which are incorporated by reference in this AD; have been done: Do the applicable detailed inspection of the ball screw assembly for integrity of the primary and secondary load path and check the checkable shear pins (CSP), and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330–27–3102, Revision 08, dated December 6, 2007 (for Model A330 series airplanes); or Airbus Mandatory Service Bulletin A340–27–4107, Revision 08, dated December 6, 2007 (for Model A340–200 and –300 series airplanes); except as required by paragraph (m) of this AD. Do all applicable corrective actions before further flight.

(2) For airplanes on which the actions specified in Airbus Mandatory Service Bulletin A330–27–3137, dated March 20, 2007, Revision 01, dated December 6, 2007, or Revision 02, dated January 18, 2010 (for Model A330 series airplanes); or Airbus Mandatory Service Bulletin A340–27–4136, dated March 20, 2007, Revision 01, dated December 6, 2007, or Revision 02, dated February 24, 2010 (for Model A340–200 and –300 series airplanes); none of which are incorporated by reference in this AD; have been done: Perform a detailed inspection of the ball screw assembly for integrity of the primary and secondary load path, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330–27–3102, Revision 08, dated December 6, 2007 (for Model A330 series airplanes); or Airbus Mandatory Service Bulletin A340–27–4107, Revision 08, dated December 6, 2007 (for Model A340 series airplanes); or Airbus Mandatory Service Bulletin A340–27–4136, dated March 20, 2007, Revision 01, dated December 6, 2007, or Revision 02, dated January 18, 2010 (for Model A330 series airplanes); except as required by paragraph (m) of this AD. Do all applicable corrective actions before further flight.
(l) Certain Airplanes Excluded From Paragraphs (k) and (n) of This AD

This paragraph specifies the airplanes excluded from the actions required by paragraphs (k) and (n) of this AD.

(1) Airplanes on which the actions specified in Airbus Modifications 52269, 56056, and 55780 have been done in production.

(2) Model A330 series airplanes on which Airbus Mandatory Service Bulletin A330–27–3137, dated March 20, 2007, Revision 01, dated December 6, 2007, or Revision 02, dated January 19, 2010; and Airbus Mandatory Service Bulletin A330–92–4056, Revision 04, dated July 16, 2010, or Revision 05, dated November 7, 2011; none of which are incorporated by reference in this AD; have been done in service.


(m) Service Information Exception

Where Airbus Mandatory Service Bulletin A330–27–3102, Revision 08, dated December 6, 2007 (for Model A330 series airplanes); or Airbus Mandatory Service Bulletin A340–27–4107, Revision 08, dated December 6, 2007 (for Model A340 series airplanes); specify contacting Airbus for a damage assessment, this AD requires contacting the Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent); for required actions before further flight, and doing the specified actions within the times given.

(n) New Actions for Electronic Centralized Aircraft Monitor (ECAM) Fault Messages

For airplanes other than those identified in paragraphs (l)(1), (l)(2), and (l)(3) of this AD, if one of the “PRIM X PITCH FAULT” or “STAB CTL FAULT” messages is displayed on the ECAM associated with the “PITCH TRIM ACTR (1CS)” maintenance message, do the applicable detailed inspection and all applicable corrective actions specified in paragraph (k)(1) or (k)(2) of this AD, as applicable to airplane configuration, before further flight after the message is displayed on the ECAM.

(o) New Optional Method of Compliance

For airplanes having THSA P/N 47147–500, 47147–700, 47172–300, 47172–500, or 47172–510, accomplishing the repetitive actions specified in paragraph (o)(1) or (o)(2) of this AD, as applicable, is acceptable for compliance with the corresponding actions specified in paragraph (k)(1) or (k)(2) of this AD, as applicable.

(1) For Model A330 series airplanes: The repetitive actions specified in paragraphs (o)(1)(i) through (o)(1)(viii) of this AD.


(p) New Credit for Previous Actions

(1) For Model A300 series airplanes: This paragraph provides credit for the actions specified in paragraph (j) of this AD, if those actions were performed before the effective date of this AD using the service information specified in paragraphs (p)(4)(i) through (p)(4)(vi) of this AD (which are not incorporated by reference in this AD).


(4) For Model A340 series airplanes: This paragraph provides credit for the inspections and corrective actions required by paragraph (k) of this AD, if those actions were performed before the effective date of this AD using the service information specified in paragraphs (p)(4)(i) through (p)(4)(vi) of this AD (which are not incorporated by reference in this AD).


(q) 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, WA 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) Airworthiness 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.

(r) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2010–0192 (corrected), dated October 11, 2010; and EASA Airworthiness Directive 2010–0193 (corrected), dated October 11, 2010, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov.

(2) Service information identified in this AD that is not incorporated by reference may be obtained at the addresses specified in paragraphs (s)(5), (s)(6), and (s)(7) of this AD.

(s) 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.

(3) The following service information was approved for IBR on September 10, 2013.


(iii) Task 27.40.00/02, Lubrication of Trimable Horizontal Stabilizer (THS) Actuator Ball Screw Nut, of Airbus A330 Maintenance Review Board Report (MRBR), Revision 12, dated July 1, 2010.

(iv) Task 27.40.00/02, Lubrication of THS Actuator Ball Screw Nut, of Airbus A340 MRBR, Revision 12, dated July 1, 2010.

(v) A330 Airworthiness Limitations Section (ALS) Part 4—Ageing Systems Maintenance, Revision 02, dated December 16, 2009. Only the title page and Record of Revision of this document contains the revision level; no other page of the document contains this information. The title page of this document does not contain an issue date.

(vi) Airbus A330 ALS Part 4—Ageing Systems Maintenance, Revision 03, dated December 15, 2009. Only the title page and Record of Revision of this document contains the revision level; no other page of this document contains this information. The title page of this document does not contain an issue date.

(vii) Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 01, dated December 15, 2009. Only the title page and Record of Revision of this document contains the revision level; no other page of this document contains this information. The title page of this document does not contain an issue date.

(viii) Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 02, dated October 12, 2011. Only the title page and Record of Revision of this document contain the revision level; no other page of the document contains this information. The title page of this document does not contain an issue date.

(ix) Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 03, dated November 15, 2012. Only the title page and Record of Revision of this document contain the revision level; no other page of the document contains this information. The title page of this document does not contain an issue date.

(4) The following service information was approved for IFR on May 4, 2005 (60 FR 16104, March 30, 2005).


(5) For Airbus 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; email airworthiness.A330-A340@airbus.com; Internet: http://www.airbus.com.

(6) For TRW Aeronautical Systems, SAMM Avionique, and Lucas Aerospace service information identified in this AD, contact Goodrich Corporation, Actuation Systems, Stafford Road, Fordhouses, Wolverhampton WV10 7EH, England; telephone +44 (0) 1902 624938; fax +44 (0) 1902 788100; email techpubs.wolverhampton@goodrich.com; Internet http://www.goodrich.com/TechPubs.

(7) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221.

(8) 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/ibr-locations.html.

Issued in Renton, Washington, on June 21, 2013.

Jeffrey E. Duven,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2013–18774 Filed 8–5–13; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Bombardier, Inc. Airplanes

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

ACTION: Final rule.

SUMMARY: We are superseding airworthiness directive (AD) 2012–14–04 for certain Bombardier, Inc. Model DHC–8–100, –200, and –300 series airplanes. AD 2012–14–04 required replacing certain parking brake accumulators. This new AD retains this requirement. This new AD also requires installing restraint devices around the parking brake accumulator and caps. We are issuing this AD to prevent failure of a parking brake accumulator screw cap or end cap resulting in loss of the number 2 hydraulic system and damage to airplane structures, which could adversely affect the controllability of the airplane.

DATES: This AD becomes effective September 10, 2013.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of September 10, 2013.

The Director of the Federal Register approved the incorporation by reference of certain other publications listed in this AD as of August 27, 2012 (77 FR 42956, July 23, 2012).

ADDRESSES: You may examine the AD docket on the Internet at http://www.regulations.gov or in person at the