Airframe Branch, ANM–120S, FAA, Seattle

[25x20]VerDate Mar<15>2010 16:14 Nov 06, 2013 Jkt 232001 PO 00000 Frm 00004 Fmt 4702 Sfmt 4702 E:\FR\Fm\07NOP1.SGM 07NOP1 tkelley on DSK3SPTVN1PROD with PROPOSALS

Airframe Branch, ANM–120S, FAA, Seattle

(45x53)Related Information

approval must specifically refer to this AD.

ACO, to make those findings. For a repair

Designation Authorization (ODA) that has

required by this AD if it is approved by the

level of safety may be used for any repair

certificate holding district office.

or lacking a principal inspector, the manager

9-ANM-

Related Information section of this AD.

If sending information directly

send your request to your principal inspector

requested using the procedures found in 14

authority to approve AMOCs for this AD, if

(k) Alternative Methods of Compliance

(AMOCs)

(1) The Manager, Seattle Aircraft

Certification Office (ACO), FAA, has the

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-AMN-

Seattle-ACO-AMOC-Requests@faa.gov.

(2) Before using any approved AMOC, justify 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 Airplanes 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.

(l) Related Information

(1) For more information about this AD, contact Berhane Alazar, Aerospace Engineer,

Airframe Branch, ANM–120S, FAA, Seattle

Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, WA 98057–3356;

(2) For service information identified in this AD, contact Boeing Commercial

Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H–65,

Seattle, WA 98124–2207; telephone 206–544–5000, extension 1; fax 206–766–5680;
Internet https://www.myboeingfleet.com. You may review copies of the referenced service

information at the FAA, Transport Airplane Directorate, Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221.

Issued in Renton, Washington, on October 31, 2013.

Jeffrey E. Duven,

Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, WA 98057–3356;

(3) For service information identified in paragraph (g) of this AD: At the applicable time specified in paragraph 1.E., “Compliance,” of Boeing Alert Service Bulletin 767–27A0222, dated February 12, 2013: Do a general visual inspection for bearing damage of the bearings; and do all applicable related investigative and corrective actions; in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 767–27A0227, dated February 12, 2013. Do all applicable related investigative and corrective actions before further flight.

(i) Exception to Compliance Time

Where paragraph 1.E., “Compliance,” of Boeing Alert Service Bulletin 767–27A0222, dated February 12, 2013, specifies a compliance time “after the original issue date of this service bulletin,” this AD requires compliance within the specified compliance time “after the effective date of this AD.”

(j) Credit for Previous Actions Accomplished in Accordance With Previous Service Information

This paragraph provides credit for the actions specified in paragraphs (g) and (h) of this AD, if those actions were performed before the effective date of this AD using of Boeing Alert Service Bulletin 767–27A0222, dated June 24, 2010, which is not incorporated by reference in this AD.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle Aircraft

Certification Office (ACO), FAA, has the

authority to approve AMOCs for this AD, if

required 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

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Information may be emailed to: 9-AMN-

Seattle-ACO-AMOC-Requests@faa.gov.

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Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, WA 98057–3356;

(2) For service information identified in this AD, contact Boeing Commercial

Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H–65,

Seattle, WA 98124–2207; telephone 206–544–5000, extension 1; fax 206–766–5680;
Internet https://www.myboeingfleet.com. You may review copies of the referenced service

information at the FAA, Transport Airplane Directorate, Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221.

Issued in Renton, Washington, on October 31, 2013.

Jeffrey E. Duven,

Aging Manager, Transport Airplane

Directorate, Aircraft Certification Service.

[FR Doc. 2013–26708 Filed 11–6–13; 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), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).


This AD also requires revising the maintenance program to incorporate certain maintenance requirements and airworthiness limitations; replacing certain flap rotary actuators; repetitively inspecting elevator servo-controllers and pressure relief valves of the spoiler servo controls (SSCs); repetitively testing the elevator servo control loops, modifying the elevator servo controls, and repetitively replacing certain retraction brackets of the main landing gear; and revising the airplane flight manual.

DATES: We must receive comments on this proposed AD by December 23, 2013.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, 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: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For 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. 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.

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 proposed 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:

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–2013–0834; Directorate Identifier 2012–NM–045–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 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 proposed AD.

Discussion

On July 7, 2003, we issued AD 2003–14–11, Amendment 39–13230 (68 FR 41521, July 14, 2003), for all Airbus Model A330 and A340 series airplanes. AD 2003–14–11 required revising the Airworthiness Limitations Section of the Instructions for Continued Airworthiness to incorporate life limits for the servo-controls located on the ailerons and replacement of the servo-controls with new servo-controls when they have reached their operational life limits. AD 2003–14–11 resulted from a revision of Airbus airworthiness limitations which introduced more restrictive maintenance requirements and airworthiness limitations. We issued AD 2003–14–11 to prevent hydraulic leakage and failure of the servo-controls due to cracks in the end caps and along the barrel, which could result in loss of the ailerons and consequent reduced controllability of the airplane.


On October 19, 2004, we issued AD 2004–18–14, Amendment 39–13793 (69 FR 55326, September 14, 2004), for certain Airbus Model A330 and A340–200 and –300 series airplanes. AD 2004–18–14 required revising the Limitations Section of the airplane flight manual (AFM) to ensure that the flightcrew is advised of the proper procedures in the event of uncommanded movement of a spoiler during flight; inspecting the function of the pressure relief valves of each SSC, and performing corrective action if necessary; and eventually modifying the SSCs, which terminated the AFM revision. AD 2004–18–14 resulted from several reports of incidents where an SSC was not locked in the retracted position during flight. We issued AD 2004–18–14 to prevent uncommanded movement of a spoiler during flight, which could result in reduced controllability of the airplane and consequent significant increased fuel consumption during flight, which could necessitate an in-flight turn-back or diversion to an unscheduled airport destination.


Actions Since Existing ADs Were Issued


The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA Airworthiness Directive 2012–0020, dated January 30, 2012 (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

The mandatory instructions and airworthiness limitations applicable to the Ageing Systems Maintenance (ASM) are specified in Airbus A330 ALS Part 4, which is approved by the European Aviation Safety Agency (EASA).

The revision 03 of Airbus A330 ALS Part 4 introduces more restrictive maintenance requirements and airworthiness limitations. Failure to comply with the instructions of ALS Part 4 could result in an unsafe condition.

This [EASA] AD requires the implementation of the maintenance requirements and airworthiness limitations as specified in Airbus A330 ALS Part 4 revision 03, approved on 09 September 2011. In addition, this [EASA] AD supersedes DGAC [Directorate General for Civil Aviation] Franco ADs and EASA ADs listed in the “Supersede” section above, whose requirements have been transferred into Airbus A330 ALS Part 4.

The unsafe condition is the aging effects of aircraft systems. Such aging
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 have 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 that the 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
PART 39—AIRWORTHINESS DIRECTIVES

§ 39.13 [Amended]

Current

1. The authority citation for part 39 is revised to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. The FAA amends § 39.13 by:


(b) Adding the following new AD:


(a) Comments Due Date

The FAA must receive comments on this AD action by December 23, 2013.

(b) Affected ADs

This AD supersedes the ADs specified in paragraphs (b)(1) through (b)(6) of this AD.


(2) AD 2004–11–08, Amendment 39–13654 (69 FR 31874, June 8, 2004).


(c) Applicability


(d) Subject

Air Transport Association (ATA) of America Code 05, Time Limits/Maintenance Checks.

(e) Unsafe Condition

This AD was prompted by a determination that maintenance requirements and airworthiness limitations are necessary. We are issuing this AD to address the aging effects of aircraft systems. Such aging effects could change the characteristics leading to an increased potential for failure, which, in isolation or in combination with one or more other specific failures or events, could result in failure of certain life limited parts, which could reduce the structural integrity of the airplane or reduce the controllability of the airplane.

(f) Compliance

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

(g) Maintenance Program Revision

Within 6 months after the effective date of this AD, revise the maintenance program by incorporating Airbus A330 Airworthiness Limitation Section (ALS) Part 4—Aging Systems Maintenance, Revision 03, dated September 09, 2011. The initial compliance times for the actions are within the applicable compliance times specified in the Record of Revisions pages of Airbus A330 ALS Part 4, Revision 03, dated September 09, 2011, or within 6 months after the effective date of this AD, whichever is later, as required by paragraph (b).

(h) Exceptions to Initial Compliance Times


(2) Where A330 ALS Part 4—Aging Systems Maintenance, Revision 03, dated September 09, 2011, defines a calendar compliance time for spoiler servo-controls having part number (P/N) SC4800–10000–01, P/N 1386B40000–01, P/N 1386B40000–01, P/N 1387B20000–01, or P/N 1387B20000–01 as December 31, 2003, the calendar compliance time is November 19, 2005 (13 months after the effective date of AD 2004–18–14, Amendment 39–13793 (69 FR 41394, July 9, 2004)).

(i) Alternative Intervals or Limits

After accomplishing the revision required by paragraph (g) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (j)(1) of this AD.

(j) Alternative Methods of Compliance (AMOCs)

(1) 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-ANN-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


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

Stephen P. Boyd.

 Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2013–26682 Filed 11–6–13; 8:45 am]