was used, in accordance with the
Accomplishment Instructions of the
applicable service information identified in
paragraphs (g)(1), (g)(2), and (g)(3) of this AD.
(1) For cargo compartment structural parts
for Model A330 airplanes: Airbus Service Bulletin
A330–53–3261, including Appendices 01, 02, and 03, dated June 23,
2015.
(2) For cabin structural parts for Model
A330 airplanes: Airbus Service Bulletin
A330–53–3262, including Appendices 01 and 02, dated June 23,
2015.
(3) For cargo compartment structural parts
for Model A340 airplanes: Airbus Service Bulletin
A340–53–5072, including Appendices 01 and 02, dated June 23, 2015.

**TABLE 1 TO PARAGRAPHS (g) AND (h)
OF THIS AD—PARTS TO BE IN-
SPECTED/INSTALLED**

<table>
<thead>
<tr>
<th>Affected part No.</th>
<th>Acceptable replacement part No.</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>F5347126206000</td>
<td>F5347126200000</td>
<td>Cabin</td>
</tr>
<tr>
<td>F5347126210000</td>
<td>F5347126200040</td>
<td>Cabin</td>
</tr>
<tr>
<td>F5347170420400</td>
<td>F5347170400200</td>
<td>Cargo</td>
</tr>
<tr>
<td>F5347170420600</td>
<td>F5347170420600</td>
<td>Cargo</td>
</tr>
<tr>
<td>F5377004320300</td>
<td>F5377004320051</td>
<td>Cargo</td>
</tr>
<tr>
<td>F5379096620200</td>
<td>F5379096620020</td>
<td>Cargo</td>
</tr>
<tr>
<td>G5367131300000</td>
<td>G5367131300000</td>
<td>Cargo</td>
</tr>
<tr>
<td>G5367173700000</td>
<td>G5367173700000</td>
<td>Cargo</td>
</tr>
<tr>
<td>G5367173800000</td>
<td>G5367173800000</td>
<td>Cargo</td>
</tr>
</tbody>
</table>

**(b) Replacement**

If during the inspection required by
paragraph (g) of this AD, any affected part
having a part number specified in table 1 to paragraphs (g) and (h) of this AD is found to
have a measured value greater than that
specified in Figure A—FAAA, Sheet 02,
“Flowchart,” of the applicable service information identified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD: Before
further flight, replace with an acceptable
replacement part having a part number
specified in table 1 to paragraphs (g) and (h) of this AD. In accordance with the
Accomplishment Instructions of the
applicable service information identified in
paragraphs (g)(1), (g)(2), and (g)(3) of this AD.

**(i) 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;
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) **Contacting the Manufacturer:** For any
requirement in this AD, in accordance with the
Manager, International Branch, ANM–116,
Transport Airplane Directorate, FAA; or
the European Aviation Safety Agency
(EASA); or Airbus’s EASA Design
Organization Approval (DOA). If approved by
the DOA, the approval must include the
DOA-authorized signature.

(3) **Required for Compliance (RC):** If any
service information contains procedures or
tests that are identified as RC, those
procedures and tests must be done to comply
with this AD; any procedures or tests that are
not identified as RC are recommended. Those
procedures and tests that are not identified
as RC may be deviated from using accepted
methods in accordance with the operator’s
maintenance or inspection program without
obtaining approval of an AMOC, provided
the procedures and tests identified as RC can
be done and the airplane can be put back in
an airworthy condition. Any substitutions or
changes to procedures or tests identified as
RC require approval of an AMOC.

**(j) Related Information**

(1) Refer to Mandatory Continuing
Airworthiness Information (MCAI) EASA
Airworthiness Directive 2015–0206, dated
October 12, 2015, for related information.
This MCAI may be found in the AD docket
on the Internet at http://www.regulations.gov
by searching for and locating Docket No.

(2) 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
view this service information at the FAA,
Transport Airplane Directorate, 1601 Lind
Avenue SW., Renton, WA. On information
on the availability of this material at the

Issued in Renton, Washington, on June 9,
2016.

**Michael Kaszycki,**
**Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.**

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. FAA–2016–7415; Directorate
Identifier 2015–SW–076–AD]

**RIN 2120–AA64**

**Airworthiness Directives; Airbus
Helicopters Deutschland GmbH**

**AGENCY:** Federal Aviation
Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking
(NPRM).

**SUMMARY:** We propose to adopt a new
airworthiness directive (AD) for Airbus
Helicopters Deutschland GmbH (Airbus
Helicopters) Model MBB–BK 117 C–2
and MBB–BK 117 D–2 helicopters. This
proposed AD would require repetitive
visual inspections and a one-time torque
of each hydraulic module plate
assembly attachment point (attachment point). This proposed AD is prompted
by a design reassessment showing the
current attachment point design is
insufficient in preventing an attachment
point failure. The proposed actions are
intended to prevent failure of an
attachment point, loss of the hydraulic
module plate, and subsequent loss of
control of the helicopter.

**DATES:** We must receive comments on
this proposed AD by August 22, 2016.

**ADDRESSES:** You may send comments
by any of the following methods:

- Federal eRulemaking Docket: Go to
  http://www.regulations.gov. Follow the
  online instructions for sending your
  comments electronically.
- Mail: Send comments to the U.S.
  Department of Transportation, Docket
  Operations, M–30, West Building
  Ground Floor, Room W12–140, 1200
  New Jersey Avenue SE., Washington,
  DC 20590–0001.
- Hand Delivery: Deliver to the
  “Mail” address between 9 a.m. and 5
  p.m., Monday through Friday, except
  Federal holidays.

**Examining the AD Docket**

You may examine the AD docket on the
Internet at http://www.regulations.gov
by searching for and locating Docket No.
FAA–2016–7415; 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 European Aviation
Safety Agency (EASA) AD, the economic
evaluation, any comments received, and other
information. The street address for the Docket Operations Office (telephone 800–467–5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

For service information identified in this proposed rule, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641–0000 or (800) 232–0323; fax (972) 641–3775; or at http://www.airbus helicopters.com/techpub. You may review the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N–321, Fort Worth, TX 76177.

FOR FURTHER INFORMATION CONTACT: Matt Fuller, Senior Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222–5110; email matthew.fuller@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to participate in this rulemaking by submitting written comments, data, or views. We also invite comments relating to the economic, environmental, energy, or federalism impacts that might result from adopting the proposals in this document. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should send only one copy of written comments, or if comments are filed electronically, commenters should submit only one time.

We will file in the docket all comments that we receive, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, we will consider all comments we receive on or before the closing date for comments. We will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. We may change this proposal in light of the comments we receive.

Discussion

EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA AD No. 2015–0210R1, Revision 1, dated October 28, 2015, to correct an unsafe condition for Airbus Helicopters Model MBB–BK117 C–2, MBB–BK117 C–2e, MBB–BK117 D–2, and MBB–BK117 D–2m helicopters. EASA advises that the hydraulic plate assembly on certain MBB–BK117 models has four attachment points on the fuselage secured by a single locking mechanism. According to EASA, a design reassessment revealed stiffness of the hydraulic plate may be insufficient in the event one of the four single locking attachment points fails. EASA states that if this condition is not detected and corrected, it may lead to loss of the hydraulic module plate and possible loss of control of the helicopter. Therefore, the EASA AD requires a repetitive inspection and one-time torque tightening of the attachment points in accordance with Airbus Helicopters’ service information. EASA considers its AD an interim action and states further AD action may follow.

FAA’s Determination

These helicopters have been approved by the aviation authority of Germany and are approved for operation in the United States. Pursuant to our bilateral agreement with Germany, EASA, its technical representative, has notified us of the unsafe condition described in its AD. We are proposing this AD because we evaluated all known relevant information and determined that an unsafe condition is likely to exist or develop on other products of the same type design.

Related Service Information Under 1 CFR Part 51

We reviewed Airbus Helicopters Alert Service Bulletin (ASB) No. ASB MBB–BK117 C–2–29A–003 and Airbus Helicopters ASB No. ASB MBB–BK117 D–2–29A–001, both Revision 0, and both dated October 12, 2015. This service information specifies a repetitive visual inspection for condition and correct installation of the attachment points, and if there is a crack, replacing the affected parts and contacting Airbus Helicopters customer support. This service information also specifies a tightening torque check after the initial inspection and, if torque cannot be applied, replacing the affected parts and contacting Airbus Helicopters customer support.

This service information is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the ADDRESSES section.

Proposed AD Requirements

This proposed AD would require, within 100 hours time-in-service (TIS) and thereafter at intervals not to exceed 400 hours TIS, performing a visual inspection of each attachment point of the hydraulic module plate assembly for a crack and proper installation. This proposed AD would also require, within 100 hours TIS, applying torque to the nuts of each attachment point.

Differences Between This Proposed AD and the EASA AD

The EASA AD requires contacting Airbus Helicopters customer support when replacing affected parts, and this proposed AD would not.

Interim Action

We consider this proposed AD to be an interim action. Airbus Helicopters is currently developing a modification that will address the unsafe condition identified in this AD. Once this modification is developed, approved, and available, we might consider additional rulemaking.

Costs of Compliance

We estimate that this proposed AD would affect 134 helicopters of U.S. Registry. We estimate that operators may incur the following costs in order to comply with this AD. We estimate the cost of labor at $85 per work-hour. Visually inspecting the four attachment points would take about 0.75 work-hour for an estimated cost of $64 per helicopter and $8,576 for the U.S. fleet per inspection cycle. Inspecting the torque of the four attachment points would take about 0.25 work-hour an estimated cost of $21 per helicopter and $2,814 for the U.S. fleet. Replacing any of the attachment point parts would take a minimal amount of time and parts would cost about $48 per attachment point.

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 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, I certify this proposed regulation:

1. Is not a “significant regulatory action” under Executive Order 12866; and
2. Is not a “significant rule” under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and
3. Will not affect intrastate aviation in Alaska to the extent that it justifies making a regulatory distinction; 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 an economic 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

§ 39.13 [Amended]

As of August 5, 2016.

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2015–02108/R3, revision 1, dated June 28, 2015. You may view the EASA AD on the Internet at http://www.regulations.gov in the AD Docket.

(b) Subject