Bombardier, Inc.’s TCCA DAO terminates the repetitive inspections required by paragraph (i) of this AD for the repaired area only.

(i) Repetitive Detailed Visual Inspections

Repeat the detailed visual inspection required by the introductory text to paragraph (g) of this AD at intervals not to exceed 12 months or 2,000 flight cycles, whichever occurs first after accomplishment of the most recent inspection, until the actions required by the introductory text to paragraph (j) of this AD are done.

(j) Inspection for Missing Shims

At the time specified in paragraph (j)(1) or (j)(2) of this AD, as applicable, do a detailed visual inspection of the longeron joint fittings for the existence of shims, in accordance with paragraph 3.C. of the Accomplishment Instructions of Bombardier Service Bulletin 84–53–65, dated February 27, 2015.

(1) For airplanes that have accumulated less than 10,000 total flight hours, or less than 5 years in service since new, as of the effective date of this AD: Prior to accumulating 18,000 total flight hours or 9 years in service since new, whichever occurs first.

(2) For airplanes that have accumulated 10,000 total flight hours or more, or 5 years or more in service since new, as of the effective date of this AD: Within 8,000 flight hours or 4 years after the effective date of this AD, whichever occurs first; but not to exceed 30,000 total flight hours or 144 months in service since new, whichever occurs first.

(k) Airplanes With Installed Shims: No Further Action Required

If the inspection required by the introductory text to paragraph (j) of this AD reveals that shims are installed in the longeron joint fittings, no further action is required by this AD.

(l) Airplanes With Missing Shims: High Frequency Eddy Current (HFEC) Inspections and Corrective Actions

If the inspection required by the introductory text to paragraph (j) of this AD reveals that any shim is missing from the longeron joint fittings: Before further flight, do an HFEC inspection of the longeron and the longeron joint fittings for any cracking, in accordance with paragraph 3.D. of the Accomplishment Instructions of Bombardier Service Bulletin 84–53–65, dated February 27, 2015.

(1) If any crack is found, or any indication is found with an amplitude of 50% or more of the calibration signal: Before further flight, replace the longeron joint fittings, in accordance with paragraph 3.E. of the Accomplishment Instructions of Bombardier Service Bulletin 84–53–65, dated February 27, 2015.

(2) After each inspection required by the introductory text to paragraph (l)(1) and paragraph (l)(1)(1) of this AD, report the inspection results at the applicable time specified in paragraph (l)(2)(i) or (l)(2)(ii) of this AD to Bombardier, Inc., Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y3, Canada; telephone 416–375–4000; fax 416–375–4539; email thd.gseries@aero.bombardier.com; Internet http://www.bombardier.com.

(i) If the inspection was done on or after the effective date of this AD: Within 30 days after that inspection.

(ii) If the inspection was done before the effective date of this AD: Within 30 days after the effective date of this AD.

(3) If any crack, or any indication with an amplitude of 50% or more of the calibration signal is not found: Repeat the HFEC inspection required by the introductory text to paragraph (l) of this AD at intervals not to exceed 12,000 flight hours or 6 years, whichever occurs first after accomplishment of the most recent HFEC inspection, in accordance with paragraph 3.D. of the Accomplishment Instructions of Bombardier Service Bulletin 84–53–65, dated February 27, 2015.

(m) Terminating Action for Repetitive HFEC Inspections

Replacement of the longeron joint fittings, in accordance with paragraph 3.E. of the Accomplishment Instructions of Bombardier Service Bulletin 84–53–65, dated February 27, 2015, constitutes terminating action for the repetitive HFEC inspections required by paragraph (l)(3) of this AD.

(n) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York ACO, ANE–170, 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 ACO, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516–228–7300; fax 516–794–5531. 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 to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, New York ACO, ANE–170, FAA; or TCCA; or Bombardier, Inc.’s TCCA DAO. If approved by the DAO, the approval must include the DAO-authorized signature.

(3) Reporting Requirements: 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.

(o) Related Information


(2) For service information identified in this AD, contact Bombardier, Inc., Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y5, Canada; telephone 416–375–4000; fax 416–375–4539; email thd.gseries@aero.bombardier.com; Internet http://www.bombardier.com. You may view this 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.

Issued in Renton, Washington, on July 8, 2016.

Michael Kaszynski,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

[FR Doc. 2016–16572 Filed 7–14–16; 8:45 am]

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39

AIRWORTHINESS DIRECTIVES; BOMBARDIER, INC. 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 Bombardier, Inc. Model BD–700–1A10 and BD–700–1A11 airplanes. This proposed AD was prompted by a determination that the existing instruction in a certain task in the aircraft maintenance manual (AMM)
will not accomplish the intent of a certification maintenance requirement (CMR). This CMR task tests the pitch feel (PF) and rudder travel limiter actuator (RTLA) back-up modules in the flight control unit (FCU) to detect dormant failures. This proposed AD would require doing an operational test of the FCU back-up modules, and repair if necessary. We are proposing this AD to detect and correct a dormant failure of both FCU back-up modules. This condition, in combination with other failures in the FCU, may result in the inability to maintain the minimum control requirements for the PF and RTLA, which could create hazardous flight control inputs during flight.

DATES: We must receive comments on this proposed AD by August 29, 2016.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:
- 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 NPRM, contact Bombardier, Inc., 400 Côte-Vétu Road West, Dorval, Quebec H4S 1Y9, Canada; telephone 514–855–5000; fax 514–855–7401; email thd.cr@aero.bombardier.com; Internet http://www.bombardier.com. You may view this referenced 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.

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–2016–8177; 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 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–2016–8177; Directorate Identifier 2015–NM–129–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
Transport Canada Civil Aviation (TCCA), which is the aviation authority for Canada, has issued Canadian Airworthiness Directive CF–2015–06R1, dated April 22, 2015 (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition for certain Bombardier, Inc. Model BD–700–1A10 and BD–700–1A11 airplanes. The MCAI states:

It was discovered that the existing instruction in the Aircraft Maintenance Manual (AMM) Task 27–61–05–710–801 will not accomplish the intent of the Certification Maintenance Requirement (CMR) task number 27–61–05–201. This CMR task was required to test the Pitch Feel (PF) and Rudder Travel Limiter Actuator (RTLA) back-up modules in the Flight Control Unit (FCU) to detect dormant failures. If not detected, a dormant failure of both FCU back-up modules, in combination with other failures in the FCU, may result in the inability to maintain the Minimum Control Requirements for the PF and RTLA, which could create hazardous flight control inputs during flight.

The original issue of this [Canadian] AD mandated the performance of an operational test of the FCU back-up modules using the proper AMM task instructions [and repair if necessary].

Revision 1 of this [Canadian] AD is to correct the model number designation in the Applicability section.


Related Service Information Under 1 CFR Part 51
We reviewed the following service information. This service information describes procedures for doing an operational test of the FCU back-up modules:

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.

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.

Differences Between This Proposed AD and the MCAI or Service Information
The MCAI specifies accomplishing an operational test of the FCU back-up modules, but does not specify a corrective action if the test is failed. If any FCU fails any operational test, this proposed AD would require repair using a method approved by the Manager, New York Aircraft Certification Office (ACO), ANE–170, FAA; or TCCA; or
Flexibility Act.

on a substantial number of small entities
Alaska; and
(44 FR 11034, February 26, 1979);
DOT Regulatory Policies and Procedures
action’’ under Executive Order 12866;
certify this proposed regulation:
levels of government.
responsibilities among the various
distribution of power and
substantial direct effect on the States, on
under Executive Order 13132. This
would not have federalism implications
products identified in this rulemaking
that is likely to exist or develop on
is within the scope of that authority
the Administrator finds necessary for
air commerce by prescribing regulations
promoting safe flight of civil aircraft in
section, Congress charges the FAA with
General requirements.’’ Under that
specifies the FAA’s authority to issue
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 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.

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 airworthiness
directive (AD):

Bombardier, Inc.: Docket No. FAA–2016–
8177; Directorate Identifier 2015–NM–
129–AD.

(a) Comments Due Date
We must receive comments by August 29,
2016.

(b) Affected ADs
None.

(c) Applicability
This AD applies to Bombardier, Inc. Model
BD–700–1A10 and BD–700–1A11 airplanes,
certified in any category, serial numbers
90002 and subsequent.

(d) Subject
Air Transport Association (ATA) of
America Code 27, Flight controls.

(e) Reason
This AD was prompted by a determination
that the existing instruction in a certain task
in the aircraft maintenance manual (AMM)
will not accomplish the intent of a
certification maintenance requirement
(CMR). This CMR tests the pitch feel
(PF) and rudder travel limiter actuator
(RTLA) back-up modules in the flight control
unit (FCU) to detect dormant failures. We are
issuing this AD to detect and correct a
dormant failure of both FCU back-up
modules. This condition, in combination
with other failures in the FCU, may result in
the inability to maintain the minimum
control requirements for the PF and RTL.
which could create hazardous flight control
inputs during flight.

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

(g) FCU Operational Test
(1) For airplanes with an FCU that has
accumulated 3,000 total flight hours or more
as of the effective date of this AD: Within 15
months or 700 hours flight hours,
whichever occurs first, after the effective
date of this AD, do an operational test of the
FCU back-up modules, in accordance with the
applicable service information specified in
paragraph (h) of this AD.
(2) For airplanes with an FCU that has
accumulated less than 3,000 hours total flight
hours as of the effective date of this AD, and
on which an operational test has not been
accomplished as specified in AMM Task 27–
61–05–710–801 prior to the applicable AMM
revisions specified in paragraph (i) of this
AD: Within 15 months or 700 hours flight
hours, whichever occurs first, after the
effective date of this AD, do an operational
test of the FCU back-up modules, in
accordance with the applicable service
information specified in paragraph (h) of this
AD.
(3) For airplanes with an FCU that has
accumulated less than 3,000 total flight hours
as of the effective date of this AD, and on
which an operational test has not been
accomplished as specified in AMM task 27–
61–05–710–801: Before the FCU accumulates
3,000 total flight hours, perform an
operational test of the FCU back-up modules,
in accordance with the applicable service
information specified in paragraph (h) of this
AD.

(h) Service Information for Accomplishing
Paragraph (g) of This AD
Do the actions required by paragraph (g) of
this AD in accordance with the applicable
service information specified in paragraphs
(h)(1) through (h)(5) of this AD.
(1) Bombardier Global 5000, BD–700
Aircraft Maintenance Manual—Part II,
Temporary Revision No. 27–48, dated
October 5, 2015.

(2) Bombardier Global 5000 FEATURING
GLOBAL VISION FLIGHT DECK, GL 5000
Aircraft Maintenance Manual—Part II,
Temporary Revision No. 27–24, dated
October 5, 2015.

(3) Bombardier Global 6000, GL 6000
Aircraft Maintenance Manual—Part II,
Temporary Revision No. 27–24, dated
October 5, 2015.

(4) Bombardier Global Express, BD–700
Aircraft Maintenance Manual—Part II,
Temporary Revision No. 27–78, dated
October 5, 2015.

(5) Bombardier Global Express ERS,
BD0700 Airplane Maintenance Manual—Part
II, Temporary Revision No. 27–47, dated
October 5, 2015.

(i) AMM Revisions Referred to in Paragraph
(g)(2) of This AD
The following AMM revisions are used to
comply with paragraph (g)(2) of this AD.
(1) Bombardier Global 5000, BD–700
AMM—Part II, Revision 61, dated March 3,
2014.

(2) Bombardier Global Express GL XRS
AMM—Part II, Revision 39, dated March 3,
2014.

(3) Bombardier Global Express GL 6000
AMM—Part II, Revision 9, dated March 3,
2014.

(4) Bombardier Global Express GL 5000
AMM—Part II, Revision 42, dated March 3, 2014; or
DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39

RIN 2120–AA64
Airworthiness Directives; Rolls-Royce plc Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for all Rolls-Royce plc (RR) RB211–Trent 875–17, RB211–Trent 877–17, RB211–Trent 884–17, RB211–Trent 884B–17, RB211–Trent 892–17, RB211–Trent 892B–17, and RB211–Trent 895–17 turbofan engines. This proposed AD was prompted by a report of cracking and material release from an engine upper bifurcation fairness. This proposed AD would require repetitive inspections of the engine upper bifurcation fairness and repairing or replacing any fairing that fails inspection. We are proposing this AD to prevent failure of the engine fire protection system, engine fire, and damage to the airplane.

DATES: We must receive comments on this NPRM by September 13, 2016.

ADDRESSES: You may send comments on any of the following methods:
• Federal eRulemaking Portal: Go to http://www.regulations.gov. Follow the instructions for submitting comments.
• Mail: Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.
• Hand Delivery: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.
• Fax: 202–493–2251.

For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Quebec, H4S 1Y9, Canada; telephone 514–855–5000; fax 514–855–7401; email thd.crj@aero.bombardier.com; Internet http://www.bombardier.com. You may view this 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.

Issued in Renton, Washington, on July 8, 2016.

Michael Kaszyczyk.
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[Federal Register: 2016-16731 Filed 7-14-16; 8:45 am]

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