This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Airbus SAS Airplanes

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

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain Airbus SAS Model A321–111, −112, −131, −211, −212, −213, −231, and −232 airplanes. This AD was prompted by a report that during removal of left-hand (LH) gear rib 5, four failed fasteners were discovered. This AD requires a one-time ultrasonic inspection of the LH and right-hand (RH) wing rib 5-to-rear spar attachments for cracked or failed fasteners, and if necessary, a detailed inspection of the gear rib 5 and spar web for cracks and damage; a rotating probe test of the gear rib and spar web bolt holes for cracks and damage; reaming the gear rib and the spar web bolt holes; and replacement of cracked or failed fasteners. We are issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective March 19, 2019.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of March 19, 2019.

ADDRESSES: For service information identified in this final rule, contact Airbus SAS, Airworthiness Office—EIAS, Rond-Point Emile Dewoitine No: 2, 31700 Blagnac Cedex, France; phone: +33 5 61 93 36 96; fax: +33 5 61 93 44 51; email: account.airworth-eas@airbus.com; internet: http://www.airbus.com. You may view this service information at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195. It is also available on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA–2018–0705.

Examining the AD Docket


For further information contact:
Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, IA 50318; phone and fax: 206–231–3223.

Supplementary information:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain Airbus SAS Model A321–111, −112, −131, −211, −212, −213, −231, and −232 airplanes. The NPRM published in the Federal Register on August 9, 2018 (83 FR 39377). The NPRM was prompted by a report that during removal of LH gear rib 5, four failed fasteners were discovered. The NPRM proposed to require a one-time ultrasonic inspection of the LH and RH wing rib 5-to-rear spar attachments for cracked or failed fasteners, and if necessary, a detailed inspection of the gear rib 5 and spar web for cracks and damage; a rotating probe test of the gear rib and spar web bolt holes for cracks and damage; reaming the gear rib and the spar web bolt holes; and replacement of cracked or failed fasteners.

We are issuing this AD to address cracked or failed (broken) fasteners (bolts) of the rib 5-to-rear spar attachment, which could lead to reduced structural integrity of the wing.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2018–0102, dated April 27, 2018 (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition for certain Airbus SAS Model A321–111, −112, −131, −211, −212, −213, −231, and −232 airplanes. The MCAI states:

During removal of the left hand (LH) rib 5, two of the fasteners (bolts) attaching the rib to the wing inner rear spar were found to have failed and two more failed during their removal. Two of the bolts were found separated from the bolt shanks when the overcoat sealant was being removed, and the other two bolt heads broke away during removal.

This condition, if not detected and corrected, could reduce the structural integrity of the wing.

To address this possible unsafe condition, Airbus issued [Service Bulletin] SB A320–57–1167 to provide inspection instructions. After that SB was issued, a potential manufacturing issue was identified on early production A321 (airplanes) concerning reports of fasteners “jamming” during installation on spar assemblies. A process change was introduced in production line, and SB A320–57–1167 was revised, changing the affected population to include all A321 aeroplanes delivered before the introduction of that process change.

For the reasons described above, this [EASA] AD requires a one-time special detailed [ultrasonic] inspection (SDI) of the wing rib 5-to-rear spar attachments, both LH and right hand (RH) wings, and if necessary, a detailed inspection of the gear rib 5 and spar web for cracks and damage (cracks along the length of the bolt or broken bolt), a rotating probe test of the gear rib and spar web bolt holes for cracks and damage (cracks in the bolt holes), reaming the gear rib and the spar web bolt holes), and, depending on findings, accomplishment of a repair [replacement of cracked or failed (broken) fasteners (bolts)]. This [EASA] AD also requires the reporting of findings.


Comments

We gave the public the opportunity to participate in developing this final rule.
The following presents the comment received on the NPRM and the FAA’s response to each comment.

**Request To Include Revised Service Information**

American Airlines (AAL) requested that we include Airbus Service Bulletin A320–57–1167, Revision 02, dated August 14, 2018, as the required source of service information for the proposed AD. AAL pointed out that the revised service information was issued to add defueling/access procedures in case of findings during the inspection. AAL also mentioned that including the later revised service information would reduce the number of future alternative method of compliance (AMOC) approval requests.

We agree with the commenter’s request. We have included Airbus Service Bulletin A320–57–1167, Revision 02, dated August 14, 2018, in this AD. We have determined that no additional work is required for compliance (RC) for airplanes that have accomplished the actions specified in Airbus Service Bulletin A320–57–1167, Revision 01, dated January 16, 2018. We have added paragraph (j) to this AD to provide credit for actions done before the effective date of this AD in accordance with Revision 01 of the referenced service information. We have also redesignated subsequent paragraphs accordingly.

**Conclusion**

We reviewed the relevant data, considered the comment received, and determined that air safety and the public interest require adopting this final rule with the changes described previously and minor editorial changes. We have determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM for addressing the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

We also determined that these changes will not increase the economic burden on any operator or increase the scope of this final rule.

**Related Service Information Under 1 CFR Part 51**

Airbus SAS has issued Service Bulletin A320–57–1167, Revision 02, dated August 14, 2018. This service information describes procedures for a one-time special detailed (ultrasonic) inspection of the LH and RH wing rib 5-to-rear spar attachments for cracked or failed (broken) fasteners (bolts), and if necessary, a detailed inspection of the gear-rib-5 and spar web for cracks and damage (cracks along the length of the bolt or broken bolt); a rotating probe test of the gear rib and spar web bolt holes for cracks and damage (cracks in the bolt holes); reaming the gear rib and the spar web bolt holes; and replacement of the cracked or damaged (broken) fasteners (bolts).

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.

**Costs of Compliance**

We estimate that this AD affects 29 airplanes of U.S. registry. We estimate the following costs to comply with this AD:

**ESTIMATED COSTS OF ON-CONDITION ACTIONS**

<table>
<thead>
<tr>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Cost per product</th>
<th>Cost on U.S. operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 work-hours × $85 per hour = $1,700 .................................................................</td>
<td>$0</td>
<td>$1,700</td>
<td></td>
</tr>
</tbody>
</table>

* Table does not include estimated costs for reporting.

**Paperwork Reduction Act**

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to 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 control number for the collection of information required by this AD is 2120–0056. The paperwork cost associated with this AD has been detailed in the Costs of Compliance section of this document and includes time for reviewing instructions, as well as completing and reviewing the collection of information. Therefore, all reporting associated with this AD is 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.

**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. This AD is issued in accordance with authority delegated by the Executive Director, Aircraft Certification Service, as authorized by FAA Order 8000.51C. In accordance with that order, issuance of ADs is normally a function of the Compliance and Airworthiness Division, but during this transition period, the Executive Director has delegated the authority to issue ADs applicable to transport category airplanes and associated appliances to the Director of the System Oversight Division.

Regulatory Findings

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.

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

§ 39.13 [Amended]

2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):


(a) Effective Date

This AD is effective March 19, 2019.

(b) Affected ADs

None.

(c) Applicability


(d) Subject

Air Transport Association (ATA) of America Code 57, Wings.

(e) Reason

This AD was prompted by a report that during removal of left-hand (LH) gear rib 5, four failed fasteners (bolts attaching the gear rib to the wing inner rear spar) were discovered. We are issuing this AD to address cracked or failed (broken) fasteners (bolts) of the rib 5-to-rear spar attachment, which could lead to reduced structural integrity of the wing.

(f) Compliance

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

(g) Inspection of the Rib 5-to-Rear Spar Attachment Fasteners (Bolts)

Within 30 months after the effective date of this AD, do a detailed inspection of the LH and right-hand (RH) wing rib 5-to-rear spar attachment fasteners (bolts) for cracked or failed (broken) fasteners (bolts), in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–57–1167, Revision 02, dated August 14, 2018.

(h) Replacement of Cracked or Failed Fasteners (Bolts)

If any cracked or broken fastener (bolt) is found during any inspection required by paragraph (g) of this AD, one or both of the following corrective actions approved by the Manager, International Section, Transport Standards Branch, FAA; or Airbus SAS’s EASA DOA; and accomplish the corrective actions within the compliance time specified therein. If approved by the DOA, the approval must include the DOA authorized signature.

(1) Do a detailed inspection of the gear rib 5 and spar web for cracks and damage (cracks along the length of the bolt or broken bolt), in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–57–1167, Revision 02, dated August 14, 2018.

(2) Do a rotating probe test of the gear rib and spar web bolt holes for cracks and damage (cracks in the bolt holes), in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–57–1167, Revision 02, dated August 14, 2018.

(i) Reporting

Within 90 days after the special detailed inspection required by paragraph (g) of this AD, or within 30 days after the effective date of this AD, whichever occurs later, report the inspection results (both positive and negative) to Airbus SAS in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–57–1167, Revision 02, dated August 14, 2018. If operators have reported findings as part of obtaining any corrective actions approved by the EASA DOA, operators are not required to report those findings as specified in this paragraph.

(k) Paperwork Reduction Act Burden Statement

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
Federal Aviation Administration

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39

AIRWORTHINESS DIRECTIVES; THE BOEING COMPANY AIRPLANES

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for all The Boeing Company Model 737–100, –200, –200C, –300, –400, and –500 series airplanes. This AD was issued by a report of cracks in a certain body station (STA) frame web and doubler at fastener holes common to the stop fitting at a certain stringer. This AD requires repetitive surface high frequency eddy current (HFEC) inspections for cracking of the frame web and doubler at the stop fitting at a certain stringer, and applicable on-condition actions. We are issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective March 19, 2019.

We are adopting a new airworthiness directive (AD) for all The Boeing Company Model 737–100, –200, –200C, –300, –400, and –500 series airplanes. This AD was issued by a report of cracks in a certain body station (STA) frame web and doubler at fastener holes common to the stop fitting at a certain stringer. This AD requires repetitive surface high frequency eddy current (HFEC) inspections for cracking of the frame web and doubler at the stop fitting at a certain stringer, and applicable on-condition actions. We are issuing this AD to address the unsafe condition on these products.

EXCEPTIONS: We granted an exception to the prohibition of the on-condition actions. Therefore, you may continue to use the on-condition actions specified in this AD for the specific airplane identified in this AD.

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all The Boeing Company Model 737–100, –200, –200C, –300, –400, and –500 series airplanes. The NPRM published in the Federal Register on