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 superseding Airworthiness Directive (AD) 2015–12–08, which applied to all Airbus SAS Model A318 and A319 series airplanes and all Model A320–211, A320–212, A320–214, A320–231, A320–232, A320–233, A321–111, A321–112, A321–131, A321–211, A321–212, A321–213, A321–231, and A321–232 airplanes. AD 2015–12–08 required an inspection to determine the batch number or installation date of the oxygen pipe assembly that is installed at the end of the right-hand crew distribution line, and replacement of the pipe if necessary. This AD revises the applicability to include additional airplane models and additional pipes to be replaced if necessary. This AD was prompted by further investigation that determined that oxygen pipes may have been installed on more airplanes than initially identified. We are issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective April 16, 2019.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of July 21, 2015 (80 FR 34262, June 16, 2015).

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; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworthiness@airbus.com; internet http://www.airbus.com. You may view this referenced 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–2018–0806.

Examing the AD Docket


For Further Information Contact:

Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 50311; telephone and fax 206–231–3223.

Supplementary information:

Discussion


Some oxygen pipe assemblies were found corroded during manufacturing at supplier level. The affected pipe assembly was installed at the end of the right hand (RH) crew distribution line, just upstream of the First Officer and RH Observer oxygen mask boxes.

The investigation showed that the affected pipes had been heat treated just 4 weeks before the summer factory closure and were only cleaned after re-opening of the factory. During this interruption, corrosion developed in these pipes.

This condition, if not detected and corrected, could lead to blocked or reduced oxygen supply to a flight crew member in case of decompression or smoke/fire in the cockpit. In addition, the presence of particles in oxygen lines, under certain conditions, increases the risk of fire in the cockpit.

The parts manufacturer identified the batch numbers of the potentially affected pipes that were manufactured in a specific period in 2011. Based on that information, Airbus identified the airplanes on which those pipes were installed on the production line and issued [service bulletin] SB A320–35–1069, containing instructions to remove the affected pipes from service.

Consequently, EASA issued AD 2013–0278 [which corresponds to FAA AD 2015–12–08] to require the identification and replacement of the affected oxygen pipes. That [EASA] AD also prohibited installation of any affected pipe on other airplanes.

After EASA AD 2013–0278 was issued, further investigation determined that affected oxygen pipes may have been installed on more airplanes than initially identified. Consequently, Airbus revised SB A320–35–1069 and EASA issued AD 2017–0150,
Request To Specify No Reporting

American Airlines requested that we do not require the reporting specified in Airbus Service Bulletin A320–35–1069, Revision 03, dated December 8, 2017. American Airlines stated that the use of alternate part number NAS1149C0863R, as specified in Illustrated Parts Catalog (IPC) 35–12–01–03, Item 110, is obsolete. American Airlines stated that the installation of alternate parts as specified in the IPC would therefore apply to those airplanes.

Request To Remove Location for Accomplishing a Certain Action

American Airlines requested that we remove the location from the requirement to flush certain removed parts. American Airlines stated that Airbus Service Bulletin A320–35–1069, Revision 03, dated December 8, 2017, specifies doing that action in the shop. American Airlines stated that the location of performing that maintenance action is not relevant to correcting the unsafe condition.

Conclusion

We reviewed the relevant data, considered the comments 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 that 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 has issued Service Bulletin A320–35–1069, Revision 03, dated December 8, 2017. The service information describes an inspection to determine the batch number of the installation date of the oxygen pipe assembly that is installed at the end of
the right-hand crew distribution line, and replacement of the pipe.

This AD also requires Airbus Service Bulletin A320–35–1069, dated April 26, 2013, which the Director of the Federal Register approved for incorporation by reference as of July 21, 2015 (80 FR 34262, June 16, 2015). 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.

**ESTIMATED COSTS**

<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>2 work-hours × $85 per hour = $170</td>
<td>$0</td>
<td>$170</td>
<td>$8,500</td>
</tr>
</tbody>
</table>

We estimate the following costs to do any necessary replacements that would be required based on the results of the required inspection. We have no way of determining the number of aircraft that might need these replacements:

**ESTIMATED COSTS OF ON-CONDITION ACTIONS**

<table>
<thead>
<tr>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Cost per product</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 work-hours × $85 per hour = $425</td>
<td>$0</td>
<td>$425</td>
</tr>
</tbody>
</table>

According to the manufacturer, some or all of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected individuals. We do not control warranty coverage for affected individuals. As a result, we have included all known costs in our cost estimate.

**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**

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.

**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) 2015–12–08, Amendment 39–18182 (80 FR 34262, June 16, 2015), and adding the following new AD:


(a) Effective Date

   This AD is effective April 16, 2019.

(b) Affected ADs


(c) Applicability

   This AD applies to the Airbus SAS airplanes identified in paragraphs (c)(1) through (c)(5) of this AD, certificated in any category.


VerDate Sep<11>2014 16:10 Mar 11, 2019 Jkt 247001 PO 00000 Frm 00008 Fmt 4700 Sfmt 4700 E:\FR\FM\12MRR1.SGM 12MRR1

(45x53) Be used to do the actions required. In accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–35–1069, Revision 03, dated December 8, 2017, may be used to do the actions required in paragraph (g) of this AD.

(i) Retained Parts Installation Prohibition, With No Changes

This paragraph restates the prohibition specified in paragraph (i) of AD 2015–12–08, with no changes. For airplanes identified in paragraphs (c)(1) through (c)(4) of this AD: As of July 21, 2015 (the effective date of AD 2015–12–08), inspect the crew oxygen pipe to determine whether P/N D3511032000640 was installed after June 2011. A review of airplane maintenance records is acceptable in lieu of this inspection if the part number and installation date of the pipe can be conclusively determined from that review. If the pipe was installed after June 2011, or the date cannot be conclusively determined, before further flight, do the actions required in paragraph (g) of this AD.

(f) Compliance

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

(g) Retained Inspection for Batch Numbers and Replacement, With New Service Information

This paragraph restates the requirements of paragraph (g) of AD 2015–12–08, with new service information. For airplanes identified in paragraph 1.A. of Airbus Service Bulletin A320–35–1069, dated April 26, 2013: Within 7,500 flight hours or 26 months, whichever occurs first after July 21, 2015 (the effective date of AD 2015–12–08), inspect the crew oxygen pipe, having part number (P/N) D3511032000640, to determine the batch number of that pipe, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–35–1069, dated April 26, 2013, or Airbus Service Bulletin A320–35–1069, Revision 03, dated December 8, 2017. A review of airplane maintenance records is acceptable in lieu of this inspection if the batch number of the pipe can be conclusively determined from that review. If the batch number of the oxygen pipe is 19356252, 40008586, 40076689, 40187414, 40292749, 40405164, 40649383, 40724994, 40820410, or 40911832: Within 7,500 flight hours or 26 months, whichever occurs first after July 21, 2015, replace the oxygen pipe with a serviceable part, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–35–1069, dated April 26, 2013, or Airbus Service Bulletin A320–35–1069, Revision 03, dated December 8, 2017. After the effective date of this AD, only Airbus Service Bulletin A320–35–1069, Revision 03, dated December 8, 2017, may be used to do the actions required by this paragraph.

(h) Retained Inspection for Part Number and Installation Date of Crew Oxygen Pipe, With No Changes

This paragraph restates the requirements of paragraph (h) of AD 2015–12–08, with no changes. For airplanes identified in paragraphs (c)(1) through (c)(4) of this AD that are not identified in paragraph 1.A. of Airbus Service Bulletin A320–35–1069, dated April 26, 2013: Within 7,500 flight hours or 26 months, whichever occurs first after July 21, 2015 (the effective date of AD 2015–12–08), inspect the crew oxygen pipe to determine whether P/N D3511032000640 was installed after June 2011. A review of airplane maintenance records is acceptable in lieu of this inspection if the part number and installation date of the pipe can be conclusively determined from that review. If the pipe was installed after June 2011, or the date cannot be conclusively determined, before further flight, do the actions required in paragraph (g) of this AD.

(i) New Requirement of This AD: Inspection for Batch Numbers and Replacement for Certain Airplanes

For airplanes identified in paragraph (c)(5) of this AD: Within 7,500 flight hours or 26 months, whichever occurs first after the effective date of this AD, inspect the crew oxygen pipe, having P/N D3511032000640, to determine the batch number of that pipe, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–35–1069, Revision 03, dated December 8, 2017. A review of airplane maintenance records is acceptable in lieu of this inspection if the batch number of the pipe can be conclusively determined from that review. If the batch number of the oxygen pipe is 19356252, 40008586, 40076689, 40187414, 40292749, 40405164, 40649383, 40724994, 40820410, or 40911832: Within 7,500 flight hours or 26 months, whichever occurs first after the effective date of this AD, replace the oxygen pipe with a serviceable part, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–35–1069, Revision 03, dated December 8, 2017.

(k) New Parts Installation Prohibition for Certain Airplanes

For airplanes identified in paragraph (c)(5) of this AD: As of the effective date of this AD, do not install, on any airplane, a crew oxygen pipe P/N D3511032000640, that is identified as belonging to batch number 19356252, 40008586, 40076689, 40187414, 40292749, 40405164, 40649383, 40724994, 40820410, or 40911832: Within 7,500 flight hours or 26 months, whichever occurs first after the effective date of this AD, replace the oxygen pipe with a serviceable part, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–35–1069, Revision 03, dated December 8, 2017.

(l) New No Reporting Requirement

Although Airbus Service Bulletin A320–35–1069, Revision 03, dated December 8, 2017, specifies to submit certain information to the manufacturer, and specifies that action is Required for Compliance (RC), this AD does not include that requirement.

(m) Service Information Exceptions

(1) Where Airbus Service Bulletin A320–35–1069, Revision 03, dated December 8, 2017, specifies the location to flush certain parts with nitrogen as “in the shop,” and specifies that location as RC, this AD does not require that location to be used when flushing the parts.

(2) Where Airbus Service Bulletin A320–35–1069, Revision 03, dated December 8, 2017, specifies to use part number (P/N) AN960C816, and specifies that part number as RC, this AD allows the use of P/N NASS149C063R in lieu of P/N AN960C816.

(n) Credit for Previous Actions

(1) For the airplanes identified in paragraph (g) of this AD: This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before July 21, 2015 (the effective date of AD 2015–12–08) using a service bulletin identified in paragraph (n)(1)(i) or (n)(1)(ii) of this AD. This service information is not incorporated by reference in this AD.


(2) For airplanes identified in paragraph (j) of this AD: This paragraph provides credit for actions required by paragraph (j) of this AD, if those actions were performed before the effective date of this AD using a service bulletin identified in paragraph (n)(2)(i), (n)(2)(ii), or (n)(2)(iii) of this AD.

(i) Airbus Service Bulletin A320–35–1069, dated April 26, 2013. This service information was incorporated by reference in AD 2015–12–08 and continues to be incorporated by reference in this AD.

(ii) Airbus Service Bulletin A320–35–1069, Revision 01, dated March 24, 2014. This service information is not incorporated by reference in this AD.

(iii) Airbus Service Bulletin A320–35–1069, Revision 02, dated October 26, 2016. This service information is not incorporated by reference in this AD.

(o) Other FAA AD Provisions

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, 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 Section, send it to the attention of the person identified in paragraph (n)(3) of this AD. 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.

(2) Contacting the Manufacturer: As of the effective date of this AD, 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, International Section, Transport America Code 35, Oxygen.
Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus SAS’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): Except as specified by paragraphs (i) and (m) of this AD: 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.

(p) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2018–0060R1, dated July 19, 2018, 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. FAA–2018–0806.

(2) For more information about this AD, contact Sanjay Kalhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206–231–3216.

(3) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (q)(5) and (q)(6) of this AD.

(q) 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 this AD specifies otherwise.

(3) The following service information was approved for IBR on April 16, 2019.


(ii) [Reserved]

(4) The following service information was approved for IBR on July 21, 2015 (80 FR 34262, June 16, 2015).


(ii) [Reserved]

(5) For service information identified in this AD, contact Airbus SAS, Airworthiness Office—EAL, Rond-Point Emile Dewoitine No. 2, 31700 Blagnac Cedex, France; phone: +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) 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.

(7) 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 Des Moines, Washington, on March 5, 2019.

Michael Kaszycki,
Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2019–04479 Filed 3–11–19; 8:45 am]
BILLING CODE 4910–13–P

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: Final rule; request for comments.

SUMMARY: We are superseding airworthiness directive (AD) 2017–22–13 for certain Rolls-Royce plc (RR) RB211-Trent 900 turbofan engine models. AD 2017–22–13 required an inspection of the drains mast and the replacement or repair of the drains mast if a crack is found. This AD retains this requirement, but adds repetitive inspections and expands the population requirement, but adds repetitive inspections and expands the population requirement, but adds repetitive inspections and expands the population requirement, but adds repetitive inspections and expands the population requirement, but adds repetitive inspections and expands the population requirement, but adds repetitive inspections and expands the population requirement, but adds repetitive inspections and expands the population requirement, but adds repetitive inspections and expands the population requirement, but adds repetitive inspections and expands the population requirement, but adds repetitive inspections and expands the population requirement, but adds repetitive inspections and expands the population requirement, but adds repetitive inspections and expands the population requirement, but adds repetitive inspections and expands the population requirement, but adds repetitive inspections and expands the population requirement, but adds repetitive inspections and expands the population requirement, but adds repetitive inspections and expands the population.

AD 2017–22–13 resulted from the service information at the FAA, Engine & Propeller Standards Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781–238–7759. It is also available on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA–2019–0056.

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–2019–0056; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday; except Federal holidays. The AD docket contains this AD, the mandatory continuing airworthiness information, regulatory evaluation, any comments received, and other information. The street address for Docket Operations (phone: 800–647–527) is listed above. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT:
Besian Luga, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781–238–7750; fax: 781–238–7719; email: besian.luga@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

We issued AD 2017–22–13, Amendment 39–19093 (82 FR 51550, November 7, 2017) (“AD 2017–22–13”), for certain RR RB211-Trent 970–64 and RB211-Trent 972–84 turbofan engines. AD 2017–22–13 required an inspection of the drains mast and the replacement or repair of the drains mast if a crack is found. AD 2017–22–13 resulted from cracks found in the transition duct area.