DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Airbus 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 Airbus Model A320–214 and -232 airplanes. This proposed AD was prompted by reports that medium-head fasteners were installed in lieu of shear-head fasteners on a certain upper panel which manufacturer fatigue and damage tolerance analyses demonstrated could have an affect on panel fatigue life. This proposed AD would require repetitive inspections for cracking of certain fasteners, and repairs if necessary. We are proposing this AD to detect and correct cracking which could result in the loss of structural integrity of the airplane.

DATES: We must receive comments on this proposed AD by June 22, 2012.

ADDRESSES: You may send comments 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: If you prefer to have a comment hand-delivered to the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays, you may bring comments to the Docket Operations office at the Federal Register Reading Room address listed below.

For service information identified in this proposed AD, contact 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.

(k) Related Information


(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, 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.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if approved by 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.

(4) Related information is available in the AD docket, which can be searched at any of the DOE’s reading rooms, or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The docket is available electronically through the Internet at http://www.regulations.gov. You may review or download the AD from the docket at the following Internet address: http://www.regulations.gov. You may review or download the AD from the docket at the following Internet address: http://www.regulations.gov. The docket also may be viewed at the National Archives and Records Administration (NARA). The Docket Operations office maintains a separate repository of the ASOS docket. You may review service information and associated comments at the DO office, or electronically on the Internet at http://www.regulations.gov.

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.

Future Information Contact


SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposed AD. Comments may be submitted via 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: If you prefer to have a comment hand-delivered to the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays, you may bring comments to the Docket Operations office at the Federal Register Reading Room address listed under the ADDRESSES section. Include “Docket No. FAA–2012–0427; Directorate Identifier 2011–NM–202–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

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA Airworthiness Directive 2011–0176, dated September 13, 2011 (referred to as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

A problem was reported during the installation of upper panels on Frame 35 in Airbus A320 final assembly line. Investigations revealed that medium head fasteners, Part Number (P/N) EN6114V3, were installed in lieu of shear head fasteners, P/N ASNA265V3 and ASNA2043V3, which were previously used. Installation of these medium head fasteners leads to a deeper
countersink in the panel. Fatigue and damage
tolerance analyses were performed, the
results of which demonstrated that this
installation could have a fatigue impact on
two rows of fasteners between stringers
(STG5) 3 and 6, and indicated the need for
a specific inspection in this area.
This condition, if not detected and
corrected, could impair the structural
integrity of the affected aeroplanes.
For the reasons described above, this
[EASA] AD requires repetitive special
detailed (high frequency eddy current)
inspections [for cracking] of the affected
fasteners and, depending on findings, the
accomplishment of associated corrective
actions [repair].
You may obtain further information by
examining the MCAI in the AD docket.

Relevant Service Information
Airbus has issued Service Bulletin
A320–53–1244, including Appendix 1,
dated March 17, 2011. The actions
described in this service information are
intended to correct the unsafe condition
identified in the MCAI.

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
referred 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.

Costs of Compliance
Based on the service information, we
estimate that this proposed AD would
affect about 44 products of U.S. registry.
We also estimate that it would take
about 3 work-hours per product to
comply with the basic requirements of
this proposed AD. The average labor
rate is $85 per work-hour. Based on
these figures, we estimate the cost of the
proposed AD on U.S. operators to be
$11,220, or $255 per product.
We have received no definitive data
that would enable us to provide cost
estimates for the on-condition actions
specified in this proposed AD. We have
no way of determining the number of
products that may need these actions.

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 47071:
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.
We prepared a regulatory 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
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 AD:

Airbus: Docket No. FAA–2012–0427;
Directorate Identifier 2011–NM–202–AD.

(a) Comments Due Date
We must receive comments by June 22,
2012.

(b) Affected ADs
None.

(c) Applicability
This AD applies to Airbus Model A320–
214 and –232 airplanes; certificated in any
category; manufacturer serial numbers 3456,
3503, 3516, 3529, 3591, 3597, 3611, 3631,
3696, 3698, 3714, 3719, 3775, 3777, 3780,
3782, 3786, 3797, 3805, 3812, 3870, 3907,
3909, 3913, 3922, 3929, 3946, 3953, 3975,
3979, 3991, 4010, 4012, 4014, 4027, 4034,
4043, 4046, 4064, 4065, 4084, 4093, 4094,
and 4097.

(d) Subject
Air Transport Association (ATA) of
America Code 53, Fuselage.

(e) Reason
This AD was prompted by reports that
medium-head fasteners were installed in lieu
of shear-head fasteners on a certain upper
panel which manufacturer fatigue and
damage tolerance analyses demonstrated
could have an effect on panel fatigue life.
We are issuing this AD to detect and correct
cracking which could result in the loss of
structural integrity of the airplane.

(f) Compliance
You are responsible for having the actions
required by this AD performed within the
compliance times specified, unless the
actions have already been done.

(g) Repetitive Inspection
At the later of the times in paragraphs
(g)(1) and (g)(2) of this AD: Do a high
frequency eddy current inspection for
cracking of the 2 rows of 6 fasteners at frame
35 between stringers 5 and 6 on the left and
right sides, in accordance with the
Accomplishment Instructions of Airbus
Service Bulletin A320–53–1244, excluding
Appendix 1, dated March 17, 2011. Repeat
the inspection thereafter at intervals not to
exceed 28,100 flight cycles or 56,300 flight
hours, whichever occurs first.
(1) Before the accumulation of 35,900 total
flight cycles or 88,100 total flight hours,
whichever occurs first.
(2) Within 30 days after the effective date
of this AD.

(h) Corrective Action
If any crack is detected during any
inspection required by paragraph (g) of this
AD: Before further flight, repair the crack
using a method approved by either the
Manager, International Branch, ANM–116,
Transport Airplane Directorate, FAA; or the
European Aviation Safety Agency (EASA) or
its delegated agent.

(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: Sanjay Ralhan, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057–3356; telephone (425) 227–1405; fax (425) 227–1149. 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) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(j) Related Information


Issued in Renton, Washington, on April 29, 2012.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.


DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Airbus Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for all Airbus Model A330–243, –243F, –342, and –343 airplanes. This proposed AD was prompted by reports of cracking of air intake cowls on Rolls-Royce Trent engines, worn and detached attachment links, and fractured thermal anti-ice (TAI) piccolo tubes. This proposed AD would require inspecting piccolo tubes, piccolo tube mount links, the aft side of the forward bulkhead, and outer boundary angles (OBA) for cracks, fractures, and broken links, and corrective actions if necessary. We are proposing this AD to prevent degraded structural integrity of the engine nose cowl and a broken piccolo tube, which could lead to in-flight damage of the engine and reduced thermal anti-ice performance.

DATES: We must receive comments on this proposed AD by June 22, 2012.

ADDRESSES: You may send comments 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.

• Mail: U.S. Department of Transportation, Docket Operations, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590.

• Hand Delivery: U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For Airbus service information identified in this proposed 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. For Rolls-Royce service information identified in this proposed AD, contact Rolls-Royce Plc, Technical Publications, P.O. Box 31, Derby, DE24 8BJ, United Kingdom; telephone 44 (0) 1332 245882; fax 44 (0) 1332 249936; Internet http://www.Rolls-Royce.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.

Exchanging the AD Docket

You may examine the AD docket on the Internet at http://www.regulations.gov; 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 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–2012–0428; Directorate Identifier 2011–NM–078–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

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA Airworthiness Directive 2011–0062, dated April 4, 2011 (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

During shop visit, several primary assembly structures of A330 aeroplanes Trent 700 [engine] air intake cowl have been found with cracks in the forward bulkhead web, web stiffeners and outer boundary angles. Several attachment links have been found severely worn, and some had become detached. In 2 cases, the Thermal Anti Ice (TAI) Piccolo tube was found fractured. Investigations are still ongoing to determine the root cause(s).

If not detected and corrected, a broken Piccolo tube in conjunction with forward bulkhead damage could ultimately lead to in-flight detachment of the outer barrel, which would constitute an unsafe condition.

For the reasons described above, this [EASA] AD requires to perform inspections of RR [Rolls-Royce] Trent 700 [engine] nose cowls and, depending on findings, to do the applicable corrective action(s). These inspections include internal inspection of Piccolo tube, detailed inspection of Piccolo...