Aircraft Certification Service.

Jeffrey E. Duven,
Manager, Transport Airplane Directorate, Aircraft Certification Service.

ADDRESSES:
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 January 30, 2015.

Jeffrey E. Duven,
Manager, Transport Airplane Directorate, Aircraft Certification Service.

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BILLING CODE 4910–13–P

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 A330–200, A330–200 Freighter, and A330–300 series airplanes; and all A340–200 and A340–300 series airplanes. This proposed AD was prompted by reports that a bracket that attaches the cockpit instrument panel to the airplane structure, does not sustain the fatigue loads of the design service goal. This proposed AD would require repetitive inspections of that bracket for cracking and to determine if both lugs are fully broken, an inspection for cracking of an adjacent bracket, if necessary, and corrective actions if necessary. This AD would also provide an optional modification, which would terminate the repetitive inspections. We are proposing this AD to detect and correct cracking on a bracket of the cockpit instrument panel, which, combined with failure of the horizontal beam, could lead to collapse of the cockpit panel, and reduced controllability of the airplane.

DATES: We must receive comments on this proposed AD by March 30, 2015.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, 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, M–10, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590.
• Hand Delivery: U.S. Department of Transportation, Docket Operations, M–10, 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 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. 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 January 30, 2015.

Jeffrey E. Duven,
Manager, Transport Airplane Directorate, Aircraft Certification Service.

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To address this potential unsafe condition, Airbus developed a program to inspect the condition of the affected cockpit instrument panel bracket No 6, and designed a stronger (reinforced titanium undrilled) bracket. The new bracket can be installed in-service through Airbus Service Bulletin (SB) A330–25–3548 or SB A340–25–4354, as applicable to aeroplane type.

For the reasons described above, this [EASA] AD requires repetitive inspections of the cockpit instrument panel bracket No 6 and, depending on findings, the accomplishment of applicable corrective actions. This [EASA] AD also provides the installation of the stronger bracket as optional terminating action for the repetitive actions required by this [EASA] AD.

The corrective actions include replacing bracket No. 6 and bracket No. 7 with serviceable parts, and repair, as applicable.


The proposed AD is issued under the authority of 14 CFR 39.7. It was proposed in the Federal Register on December 12, 2014 (79 FR 74849). 

 Examination of service bulletins of Airbus by the FAA determined that the AD is necessary to address a condition, if not detected and corrected, that would continue to exist on Airbus A330–200, A330–200 Freighter, and A330–300 series airplanes; all A340–200, and A340–300 series airplanes.

The AD is expected to cost airlines approximately $1,450,000, and is expected to provide significant economic benefits and improved safety for the aircraft.
Related Service Information Under 1 CFR Part 51

Airbus has issued the following service information.

- Airbus Service Bulletin A340–25–4351, Revision 01, dated January 31, 2014; and
- Airbus Service Bulletin A340–25–4354, dated October 31, 2013, which provides procedures for reinforcement of cockpit instrument panel bracket 6. The actions described in this service information are intended to correct the unsafe condition identified in the MCAR. This service information is reasonably available; see ADDRESSES for ways to access this service information.

FAA's Determination and Requirements of This Proposed AD

The FAA worked in conjunction with industry, under the Airworthiness Directives Implementation Aviation Rulemaking Committee (AD ARC), to enhance the AD system. One enhancement was a new process for annotating which procedures and tests in the service information are required for compliance with an AD. Differentiating these procedures and tests from other tasks in the service information is required to improve the owner’s/operator’s understanding of crucial AD requirements and help provide consistent judgment in AD compliance. The actions specified in Airbus Service Bulletin A330–25–3538, Revision 02, dated April 24, 2014; and Airbus Service Bulletin A340–25–4351, Revision 01, dated January 31, 2014; include procedures and tests that are identified as RC (required for compliance) because these procedures have a direct effect on detecting, preventing, resolving, or eliminating an identified unsafe condition.

As specified in a NOTE under the Accomplishment Instructions of the specified service information, procedures and tests identified as RC must be done to comply with the proposed AD. However, procedures and 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 alternative method of compliance (AMOC), provided the procedures and tests identified as RC can be done and the airplane can be put back in a serviceable condition. Any substitutions or changes to procedures or tests identified as RC will require approval of an AMOC.

Costs of Compliance

We estimate that this proposed AD affects 76 airplanes of U.S. registry. We also estimate that it would take about 8 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 this proposed AD on U.S. operators to be $51,680, or $680 per product.

We have received no definitive data that would enable us to provide cost estimates for the follow-on repairs specified in this AD. In addition, we estimate that any necessary follow-on replacements would take about 23 work-hours and require parts costing $0, for a cost of $1,955 per product. We have no way of determining the number of aircraft that might need these actions.

We estimate that the optional modification would take about 9 work-hours and require parts costing $1,770, for a cost of $2,535.

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):


(a) Comments Due Date

We must receive comments by March 30, 2015.

(b) Affected ADs

None.
(c) Applicability
This AD applies to the Airbus airplanes identified in paragraphs (c)(1) and (c)(2) of this AD, certified in any category.

(d) Subject
Air Transport Association (ATA) of America Code 25, Equipment/Furnishings.

(e) Reason
This AD was prompted by reports that a bracket that attaches the cockpit instrument panel to the airplane structure, does not sustain the fatigue loads of the design service goal. We are issuing this AD to detect and correct cracking on a bracket of the cockpit instrument panel, which, combined with failure of the horizontal beam, could lead to collapse of the cockpit panel, and reduced controllability of the airplane.

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

(g) Inspection of Bracket No. 6 of the Cockpit Instrument Panel
At the latest of the times specified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD:
Do a detailed inspection of bracket No. 6 of the cockpit instrument panel for cracking and to determine if both bracket lugs are fully broken, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330–25–3538, Revision 02, dated April 24, 2014; or Airbus Service Bulletin A340–25–4351, Revision 01, dated January 31, 2014; or applicable.
(1) Prior to accumulating 17,200 total flight cycles since the airplane’s first flight.
(2) Prior to bracket No. 6 of the cockpit instrument panel accumulating 17,200 total flight cycles since installation on an airplane.
(3) Within 500 flight cycles after the effective date of this AD.

(h) Inspection and Corrective Actions
(1) If, during any inspection required by paragraph (g) of this AD, any cracking of bracket No. 6 of the cockpit instrument panel is found and both bracket lugs are fully broken: Before further flight, do a detailed inspection of bracket No. 7 of the cockpit instrument panel for cracking, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330–25–3538, Revision 02, dated April 24, 2014; or Airbus Service Bulletin A340–25–4351, Revision 01, dated January 31, 2014; or applicable.
(2) If, during any inspection required by paragraph (g) of this AD, any cracking of bracket No. 6 of the cockpit instrument panel is found and both bracket lugs are fully broken: Before further flight, do a detailed inspection of bracket No. 5 of the cockpit instrument panel for cracking, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330–25–3538, Revision 02, dated April 24, 2014; or Airbus Service Bulletin A340–25–4351, Revision 01, dated January 31, 2014; or applicable.
(i) If, during the inspection required by paragraph (h)(2) of this AD, any cracking is found in bracket No. 7 of the cockpit instrument panel: Before further flight, replace bracket No. 6 and bracket No. 7 of the cockpit instrument panel with serviceable parts, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330–25–3538, Revision 02, dated April 24, 2014; or Airbus Service Bulletin A340–25–4351, Revision 01, dated January 31, 2014; or applicable. Replacement of bracket No. 6 of the cockpit instrument panel does not constitute terminating action for the repetitive inspections required by paragraph (g) of this AD.
(ii) If, during the inspection required by paragraph (h)(2) of this AD, any cracking is found in bracket No. 5 of the cockpit instrument panel: Although Airbus Service Bulletin A330–25–3538, Revision 02, dated April 24, 2014; and Airbus Service Bulletin A340–25–4351, Revision 01, dated January 31, 2014; or applicable, Replacement of bracket No. 5 of the cockpit instrument panel does not constitute terminating action for the repetitive inspections required by paragraph (g) of this AD.
(iii) If, during the inspection required by paragraph (h)(2)(i) of this AD, any cracking is found in bracket No. 7 of the cockpit instrument panel: Although Airbus Service Bulletin A330–25–3538, Revision 02, dated April 24, 2014; and Airbus Service Bulletin A340–25–4351, Revision 01, dated January 31, 2014; specify to contact Airbus for repair instructions, and specify that action as “RC” (Required for Compliance), repair the cracking before further flight using a repair method approved by 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).

(i) Optional Terminating Modification for Paragraph (g) of This AD
Modifying an airplane by replacing bracket No. 6 of the cockpit instrument panel with a new, reinforced bracket, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330–25–3538, dated October 31, 2013; or Airbus Service Bulletin A340–25–4354, dated October 31, 2013; or applicable; terminates the repetitive inspections required by paragraph (g) of this AD.

(j) Credit for Previous Actions
This paragraph provides credit for actions required by paragraphs (g) and (h) of this AD, if those actions were performed before the effective date of this AD using the service information identified in paragraph (j)(1), (j)(2), or (j)(3) of this AD, which are not incorporated by reference in this AD.

(k) 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.
(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. For information on the availability of this material at the FAA, call 425–227–1221.
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 A300 B4–2C, B4–103, and B4–203 airplanes; Airbus Model A300 B4–600 series airplanes; and Airbus Model A300 B4–600R series airplanes. This proposed AD was prompted by reports indicating that, on airplanes that received a certain repair following crack findings, cracks can re-initiate. This proposed AD would require repetitive inspections for cracking of the frame (FR) 40 forward fittings for airplanes previously repaired. We are proposing this AD to detect and correct cracking on the FR 40 forward fittings, which could result in rupture of the forward fittings and reduction of in-flight structural strength.

DATES: We must receive comments on this proposed AD by March 30, 2015.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, 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: 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 service information identified in this proposed AD, contact Airbus SAS, Airworthiness Office—EAW, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +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 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.

Examine 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–2015–0084; 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.


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–2015–0084; Directorate Identifier 2014–NM–181–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 Union, has issued EASA Airworthiness Directive 2014–0199, dated September 05, 2014 (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition for certain Airbus Model A300 B4–2C, B4–103, and B4–203 airplanes; Airbus Model A300 B4–600 series airplanes; and Airbus Model A300 B4–600R series airplanes. The MCAI states:

During routine inspection on an A300–600 aeroplane, a crack was found in the righthand frame (FR) 40 forward fitting between stringer (STRG) 32 and STRG 33. The subject aeroplane had previously been modified, as a crack prevention measure, in accordance with Airbus SB A300–57–6053 (mod 10453).

To ensure the structural integrity of FR 40, pending completion of the full root cause analysis using a refined Finite Element Model (FEM), EASA issued AD 2009–0094 [dated April 21, 2009, http://ad.easa.europa.eu/ad/2009–0094], to require, a one-time Detailed Visual Inspection (DVI) of A300 and A300–600 aeroplanes on which Airbus SB A300–53–0297 or SB A300–57–6053, as applicable, was embodied as a crack prevention measure.

Thereafter, cracks were found during maintenance check in the FR 40 forward fitting on two aeroplanes, one A300 with Airbus SB A300–53–0297 embodied and one A300–600 with Airbus SB A300–57–6053 embodied, EASA AD 2009–0094 had been accomplished on both aeroplanes.

Consequently, EASA issued AD 2011–0163 [dated August 30, 2011, http://ad.easa.europa.eu/ad/2011–0163], superseding EASA AD 2009–0094, to require, for aeroplanes modified preventively, repetitive DVI of the FR 40 forward fitting (without nut removal), accomplishment of a one-time Eddy Current (EC) inspection or liquid penetrant inspection of this area (with nut removal) and, depending on findings, the accomplishment of associated corrective actions.

A detailed FEM study was recently completed which demonstrated that, on aeroplanes repaired following crack findings in accordance with the instructions of Airbus SB A300–53–0297 or SB A300–57–6053 at any revision, as applicable, cracks can re-initiate.

For the reasons described above, this [EASA] AD requires repetitive inspections of the FR 40 forward fitting for aeroplanes repaired in accordance with the instructions of Airbus SB A300–53–0297 or SB A300–57–6053 following crack findings.

The corrective actions include a repair using a method approved by 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).