

Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2011-0388; Directorate Identifier 2010-NM-004-AD]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A300 B4-600, A300 B4-600R, and A300 F4-600R Series Airplanes, and Model A300 C4-605R Variant F Airplanes (Collectively Called Model A300-600 Series Airplanes); Model A310 Series Airplanes; Model A318 Series Airplanes; Model A319 Series Airplanes; Model A320-211, -212, -214, -231, -232, and -233 Airplanes; Model A321 Series Airplanes; Model A330-200 and A330-300 Series Airplanes; and Model A340-200, A340-300, A340-500, and A340-600 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for the products listed above. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. For Model A310 and A300-600 series airplanes, the MCAI describes the unsafe condition as:

Hamilton Sundstrand (HS), the manufacturer of the RAT [ram air turbine], reported the failure during a wind tunnel test of a balance weight fastening screw on the RAT turbine cover. After investigation, it has been discovered that a batch of screws, which are used to attach the balance washers of the HS RAT Turbine Assembly, has not been subject to the correct heat treatment and are consequently exposed to potential fracture.

This condition, if not corrected, might lead to the ejection of screw heads and consequently to the detachment of the

associated balance washers. The loss of balance washers could increase RAT vibrations, which might lead to a possible detachment of RAT parts and consequent loss of RAT functionality. The loss of the RAT, in combination with a total engine flame out, could result in loss of control of the aeroplane.

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For Model A318, A319, A320, and A321 series airplanes, the MCAI describes the unsafe condition as:

Hamilton Sundstrand (HS) reported the failure of a balance weight fastening screw on the RAT turbine cover during a wind tunnel test. After investigation, it has been discovered that a batch of screws, used to attach the balance washers of the RAT Turbine assembly, has not received the correct heat treatment, making them more subject to a potential failure.

This condition, if left uncorrected, could lead to the ejection of screw heads and detachment of the associated balance washers. The loss of balance washers would increase RAT vibrations, which could lead to a possible detachment of RAT parts and loss of RAT functionality. The loss of the RAT, in combination with a double engine failure, or a total loss of normal electrical power generation, could result in loss of control of the aeroplane.

* * * * *

For Model A330 and A340 series airplanes, the MCAI describes the unsafe condition as:

Hamilton Sundstrand (HS), the manufacturer of the RAT, reported the failure of a balance weight fastening screw on the RAT cover during a wind tunnel test. After investigation, it has been discovered that a batch of screws, which are used to attach the balance washers of the HS RAT turbine lower gear box assembly, has not been subject to the correct heat treatment and the screws are consequently exposed to potential fracture.

This condition, if not corrected, might lead to the ejection of screw heads and consequently to the detachment of the associated balance washers. The loss of balance washers could increase RAT vibrations, which might lead to a possible detachment of RAT parts, and thus to damage to the aeroplane and risk of injury to persons on the ground.

* * * * *

The proposed AD would require actions that are intended to address the unsafe condition described in the MCAI.

DATES: We must receive comments on this proposed AD by June 20, 2011.

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, M-30, 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-30, West Building Ground Floor, Room W12-40, 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 the appropriate office listed below. 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.

- For Model A300-600 and A310 series airplanes: Airbus SAS—EAW (Airworthiness Office), 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; e-mail: account.airworth-eas@airbus.com; Internet <http://www.airbus.com>.

- For Model A318, A319, A320, and A321 series airplanes: Airbus, Airworthiness Office—EAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; e-mail: account.airworth-eas@airbus.com; Internet <http://www.airbus.com>.

- For Model A330 and A340 series airplanes: 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; e-mail airworthiness.A330-A340@airbus.com; Internet <http://www.airbus.com>.

- For Hamilton Sundstrand service information identified in this AD, contact Hamilton Sundstrand, Technical Publications, Mail Stop 302-9, 4747 Harrison Avenue, P.O. Box 7002, Rockford, IL 61125-7002; telephone 860-654-3575; fax 860-998-4564; e-mail tech.solutions@hs.utc.com; Internet <http://www.hamiltonsundstrand.com>.

Examining 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: Dan Rodina, Aerospace Engineer, International Branch, ANM-116,

Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2125; fax (425) 227-1149.

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-2011-0388; Directorate Identifier 2010-NM-004-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 the EASA airworthiness directives identified in the following table (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products.

TABLE—APPLICABLE EASA ADS

For Model—	EASA AD—	Dated—
A300-600 and A310 series airplanes	2009-0258	December 10, 2009.
A318, A319, A320, and A321 series airplanes	2010-0120	June 21, 2010.
A330 and A340 series airplanes	2009-0260	December 10, 2009 (corrected December 14, 2009).

The MCAI for Model A300-600 and A310 series airplanes states:

Hamilton Sundstrand (HS), the manufacturer of the RAT [ram air turbine], reported the failure during a wind tunnel test of a balance weight fastening screw on the RAT turbine cover. After investigation, it has been discovered that a batch of screws, which are used to attach the balance washers of the HS RAT Turbine Assembly, has not been subject to the correct heat treatment and are consequently exposed to potential fracture.

This condition, if not corrected, might lead to the ejection of screw heads and consequently to the detachment of the associated balance washers. The loss of balance washers could increase RAT vibrations, which might lead to a possible detachment of RAT parts and consequent loss of RAT functionality. The loss of the RAT, in combination with a total engine flame out, could result in loss of control of the aeroplane.

For the reasons described above, this AD requires the identification of the affected RAT turbine assemblies and replacement of all balance weight screws or, in case balance washer detachment is found, replacement of the RAT turbine assembly.

The MCAI for Model A318, A319, A320, and A321 series airplanes states:

Hamilton Sundstrand (HS) reported the failure of a balance weight fastening screw on

the RAT turbine cover during a wind tunnel test. After investigation, it has been discovered that a batch of screws, used to attach the balance washers of the RAT Turbine assembly, has not received the correct heat treatment, making them more subject to a potential failure.

This condition, if left uncorrected, could lead to the ejection of screw heads and detachment of the associated balance washers. The loss of balance washers would increase RAT vibrations, which could lead to a possible detachment of RAT parts and loss of RAT functionality. The loss of the RAT, in combination with a double engine failure, or a total loss of normal electrical power generation, could result in loss of control of the aeroplane.

For the reasons described above, EASA AD 2009-0259 was issued in December 2009 to require the replacement of all balance weight screws on the affected RAT turbine assemblies, or replacement of the RAT, if any balancing washer was found missing.

This AD retains some of the requirements of AD 2009-0259, which is superseded, and corrects its applicability by adding Airbus model A320-215 and A320-216 aeroplanes which were inadvertently omitted. Also, this AD requires the replacement of the set of balancing weights screws before the next operational or functional check of the RAT assembly.

The MCAI for Model A330 and A340 series airplanes states:

Hamilton Sundstrand (HS), the manufacturer of the RAT, reported the failure of a balance weight fastening screw on the RAT cover during a wind tunnel test. After investigation, it has been discovered that a batch of screws, which are used to attach the balance washers of the HS RAT turbine lower gear box assembly, has not been subject to the correct heat treatment and the screws are consequently exposed to potential fracture.

This condition, if not corrected, might lead to the ejection of screw heads and consequently to the detachment of the associated balance washers. The loss of balance washers could increase RAT vibrations, which might lead to a possible detachment of RAT parts, and thus to damage to the aeroplane and risk of injury to persons on the ground.

For the reasons described above, this AD requires the identification of the affected RAT turbine lower gear box assemblies and replacement of all balance screws or, in case balance washer detachment is found, replacement of the RAT turbine lower gear box assembly. * * *

You may obtain further information by examining the MCAI in the AD docket.

Relevant Service Information

Airbus has issued the following all operator telexes (AOTs).

TABLE—AIRBUS AOTS

Model	Document	Date
Model A300-600 series airplanes	Airbus AOT A300-29A6062	September 1, 2009.
Model A310 series airplanes	Airbus AOT A310-29A2098	September 1, 2009.

TABLE—AIRBUS AOTs—Continued

Model	Document	Date
Model A318 series airplanes; Model A319 series airplanes; Model A320-211, -212, -214, -231, -232, and -233 airplanes; Model A321 series airplanes.	Airbus AOT A320-29A1150	June 24, 2009.
Model A330-200 and A330-300 series airplanes	Airbus AOT A330-29A3110	September 1, 2009.
Model A340-200 and A340-300 series airplanes	Airbus AOT A340-29A4085	September 1, 2009.
Model A340-500 and A340-600 series airplanes	Airbus AOT A340-500/600-29A5015	September 1, 2009.

Hamilton Sundstrand has issued the following service bulletins.

TABLE—HAMILTON SUNDSTRAND SERVICE BULLETINS

Model	Document	Date
Model A300-600 series airplanes	Hamilton Sundstrand Service Bulletin 732365-29-7	August 4, 2009.
Model A310 series airplanes	Hamilton Sundstrand Service Bulletin 730816-29-15	August 4, 2009.
Model A318 series airplanes; Model A319 series airplanes; Model A320-211, -212, -214, -231, -232, and -233 airplanes; Model A321 series airplanes.	Hamilton Sundstrand Service Bulletin ERPS08M-29-8	June 17, 2009.
Model A330-200 and A330-300 series airplanes and Model A340-200 and A340-300 series airplanes.	Hamilton Sundstrand Service Bulletin ERPS06G-29-6	July 20, 2009.
Model A340-500 and A340-600 series airplanes	Hamilton Sundstrand Service Bulletin ERPS33G-29-1	July 20, 2009.

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 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 AD and the MCAI or Service Information

We have reviewed the MCAI and related service information and, in general, agree with their substance. But we might have found it necessary to use different words from those in the MCAI to ensure the AD is clear for U.S. operators and is enforceable. In making these changes, we do not intend to differ substantively from the information provided in the MCAI and related service information.

We might also have proposed different actions in this AD from those in the MCAI in order to follow FAA policies. Any such differences are highlighted in a Note within the proposed AD.

Costs of Compliance

Based on the service information, we estimate that this proposed AD would affect about 1,004 products of U.S. registry. We also estimate that it would take about 2 work-hours per product to comply with the basic requirements of this proposed AD. The average labor rate is \$85 per work-hour. Required parts would cost about \$100 per product. Where the service information lists required parts costs that are covered under warranty, we have assumed that there will be no charge for these costs. As we do not control warranty coverage for affected parties, some parties may incur costs higher than estimated here. Based on these figures, we estimate the cost of the proposed AD on U.S. operators to be \$271,080, or \$270 per product.

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 will not have federalism implications under Executive Order 13132. This proposed 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 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); and
3. 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-2011-0388; Directorate Identifier 2010-NM-004-AD.

Comments Due Date

(a) We must receive comments by June 20, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Airbus airplanes listed in paragraphs (c)(1), (c)(2), (c)(3), (c)(4), and (c)(5) of this AD, certificated in any category.

(1) Airbus Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes; and Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes; all certified models, all manufacturer serial numbers, if equipped with a Hamilton Sundstrand ram air turbine (RAT) turbine assembly, as identified by part number (P/N) in Hamilton Sundstrand Service Bulletin 730816-29-15, dated August 4, 2009 (for Model A310 airplanes), and Hamilton Sundstrand Service Bulletin 732365-29-7, dated August 4, 2009 (for Model A300-600 series airplanes); or equipped with a Hamilton Sundstrand RAT turbine lower gear box assembly on which the part number cannot be determined.

(2) Airbus Model A318-111, -112, -121, and -122 airplanes; Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes; all manufacturer serial numbers, if equipped with a Hamilton Sundstrand RAT turbine assembly Model ERPS08M, as identified by part number in Hamilton Sundstrand Service Bulletin ERPS08M-29-8, dated June 17, 2009; or equipped with a Hamilton Sundstrand RAT turbine lower gear box assembly on which the part number cannot be determined.

(3) Airbus Model A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322,

-323, -341, -342, and -343 airplanes; all manufacturer serial numbers, if equipped with a Hamilton Sundstrand RAT turbine lower gearbox assembly, as identified by part number in Hamilton Sundstrand Service Bulletin ERPS06G-29-6, dated July 20, 2009; or equipped with a Hamilton Sundstrand RAT turbine lower gear box assembly on which the part number cannot be determined.

(4) Model A340-211, -212, -213, -311, -312, and -313 airplanes; all manufacturer serial numbers, if equipped with a Hamilton Sundstrand RAT turbine lower gearbox assembly, as identified by part number in Hamilton Sundstrand Service Bulletin ERPS06G-29-6, dated July 20, 2009; or equipped with a Hamilton Sundstrand RAT turbine lower gear box assembly on which the part number cannot be determined.

(5) Model A340-541 and -642 airplanes, all manufacturer serial numbers, if equipped with a Hamilton Sundstrand RAT turbine lower gearbox assembly, as identified by part number in Hamilton Sundstrand Service Bulletin ERPS33G-29-1, dated July 20, 2009; or equipped with a Hamilton Sundstrand RAT turbine lower gear box assembly on which the part number cannot be determined.

Subject

(d) Air Transport Association (ATA) of America Code 29: Hydraulic power.

Reason

(e) For Model A310 and A300-600 series airplanes, the MCAI describes the unsafe condition as:

Hamilton Sundstrand (HS), the manufacturer of the RAT, reported the failure during a wind tunnel test of a balance weight fastening screw on the RAT turbine cover. After investigation, it has been discovered that a batch of screws, which are used to attach the balance washers of the HS RAT Turbine Assembly, has not been subject to the correct heat treatment and are consequently exposed to potential fracture.

This condition, if not corrected, might lead to the ejection of screw heads and consequently to the detachment of the associated balance washers. The loss of balance washers could increase RAT vibrations, which might lead to a possible detachment of RAT parts and consequent loss of RAT functionality. The loss of the RAT, in combination with a total engine flame out, could result in loss of control of the aeroplane.

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For Model A318, A319, A320, and A321 series airplanes, the MCAI describes the unsafe condition as:

Hamilton Sundstrand (HS) reported the failure of a balance weight fastening screw on the RAT turbine cover during a wind tunnel

test. After investigation, it has been discovered that a batch of screws, used to attach the balance washers of the RAT Turbine assembly, has not received the correct heat treatment, making them more subject to a potential failure.

This condition, if left uncorrected, could lead to the ejection of screw heads and detachment of the associated balance washers. The loss of balance washers would increase RAT vibrations, which could lead to a possible detachment of RAT parts and loss of RAT functionality. The loss of the RAT, in combination with a double engine failure, or a total loss of normal electrical power generation, could result in loss of control of the aeroplane.

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For Model A330 and A340 series airplanes, the MCAI describes the unsafe condition as:

Hamilton Sundstrand (HS), the manufacturer of the RAT, reported the failure of a balance weight fastening screw on the RAT cover during a wind tunnel test. After investigation, it has been discovered that a batch of screws, which are used to attach the balance washers of the HS RAT turbine lower gear box assembly, has not been subject to the correct heat treatment and the screws are consequently exposed to potential fracture.

This condition, if not corrected, might lead to the ejection of screw heads and consequently to the detachment of the associated balance washers. The loss of balance washers could increase RAT vibrations, which might lead to a possible detachment of RAT parts, and thus to damage to the aeroplane and risk of injury to persons on the ground.

* * * * *

Compliance

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

Actions

(g) At the applicable time specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD: Inspect to determine the part number and serial number of the RAT turbine lower gear box assembly, in accordance with the applicable Airbus all operator telex (AOT) identified in Table 1 of this AD. If the RAT turbine lower gear box assembly has a part number and a serial number that are not listed in the applicable Hamilton Sundstrand service bulletin identified in Table 2 of this AD, no further action is required by this AD, except as required by paragraph (k) of this AD. A review of airplane maintenance records is acceptable in lieu of this inspection if the part and serial numbers of the RAT turbine lower gear box assembly can be conclusively determined from that review.

TABLE 1—AIRBUS AOTS

Table with 3 columns: Model, Document, Date. Rows include Model A300-600 series airplanes (Airbus AOT A300-29A6062) and Model A310 series airplanes (Airbus AOT A310-29A2098), both with a date of September 1, 2009.

TABLE 1—AIRBUS AOTs—Continued

Model	Document	Date
Model A318 series airplanes; Model A319 series airplanes; Model A320–211, –212, –214, –231, –232, and –233 airplanes; Model A321 series airplanes.	Airbus AOT A320–29A1150	June 24, 2009.
Model A330–200 and A330–300 series airplanes	Airbus AOT A330–29A3110	September 1, 2009.
Model A340–200 and A340–300 series airplanes	Airbus AOT A340–29A4085	September 1, 2009.
Model A340–500 and A340–600 series airplanes	Airbus AOT A340–500/600–29A5015	September 1, 2009.

(1) For airplanes identified in paragraph (c)(1) of this AD: Before the next RAT spin test, or within 1,500 flight hours or 9 months after the effective date of this AD, whichever occurs first.

(2) For airplanes identified in paragraph (c)(2) of this AD: Before the next RAT spin test, or within 3,000 flight hours or 12 months after the effective date of this AD, whichever occurs first.

(3) For airplanes identified in paragraph (c)(3), (c)(4), and (c)(5) of this AD: Before the next RAT spin test, or within 3,000 flight

hours or 8 months after the effective date of this AD, whichever occurs first.

(h) If, during the inspection required by paragraph (g) of this AD, the RAT turbine lower gear box assembly has a part number and a serial number identified in the applicable Hamilton Sundstrand service bulletin specified in Table 2 of this AD; or if the part number or serial number of the RAT turbine lower gear box assembly cannot be determined: Before further flight, inspect the RAT turbine lower gear box assembly to determine if the nameplate is identified with

the applicable symbol specified in Table 3 of this AD, in accordance with the applicable Airbus AOT specified in Table 1 of this AD. If the RAT turbine lower gear box assembly nameplate has the applicable symbol that is identified in Table 3 of this AD, no further action is required by this AD except as required by paragraph (k) of this AD. A review of airplane maintenance records is acceptable in lieu of this inspection if the symbol identified on the nameplate can be conclusively determined from that review.

TABLE 2—APPLICABLE HAMILTON SUNDSTRAND SERVICE BULLETINS

Model	Document	Date
Model A300–600 series airplanes	Hamilton Sundstrand Service Bulletin 732365–29–7	August 4, 2009.
Model A310 series airplanes	Hamilton Sundstrand Service Bulletin 730816–29–15	August 4, 2009.
Model A318 series airplanes; Model A319 series airplanes; Model A320–211, –212, –214, –231, –232, and –233 airplanes; Model A321 series airplanes.	Hamilton Sundstrand Service Bulletin ERPS08M–29–8	June 17, 2009.
Model A330–200 and A330–300 series airplanes and Model A340–200 and A340–300 series airplanes.	Hamilton Sundstrand Service Bulletin ERPS06G–29–6	July 20, 2009.
Model A340–500 and A340–600 series airplanes	Hamilton Sundstrand Service Bulletin ERPS33G–29–1	July 20, 2009.

TABLE 3—NAMEPLATE IDENTIFICATION

Model	Symbol
Model A300–600 series airplanes	29–7
Model A310 series airplanes	29–15
Model A318 series airplanes; Model A319 series airplanes; Model A320–211, –212, –214, –231, –232, and –233 airplanes; Model A321 series airplanes.	29–8
Model A330–200 and A330–300 series airplanes	29–6
Model A340–200 and A340–300 series airplanes	29–6
Model A340–500 and A340–600 series airplanes	29–1

(i) If, during the inspection required by paragraph (h) of this AD, the RAT turbine lower gear box assembly does not have the applicable symbol specified in Table 3 of this AD: Before further flight, do a general visual inspection for the missing and fractured balance screws and for missing washers in accordance with the applicable Airbus AOT specified in Table 1 of this AD.

(1) If all balance screws are fitted on the turbine and are not fractured or missing, at the applicable time specified in paragraph (i)(1)(i), (i)(1)(ii), or (i)(1)(iii) of this AD: Replace the RAT turbine lower gear box assembly with a new or serviceable RAT turbine lower gear box assembly, or replace all balance screws on the RAT turbine lower gear box assembly with new or serviceable balance screws, in accordance with the applicable Airbus AOT specified in Table 1 of this AD.

(i) For airplanes identified in paragraph (c)(1) of this AD: Within 1,500 flight hours or 9 months after the effective date of this AD, whichever occurs first.

(ii) For airplanes identified in paragraph (c)(2) of this AD: Within 3,000 flight hours or 12 months after the effective date of this AD, whichever occurs first.

(iii) For airplanes identified in paragraphs (c)(3), (c)(4), and (c)(5) of this AD: Within 3,000 flight hours or 8 months after the effective date of this AD, whichever occurs first.

(2) If one or more screws are fractured but the associated balance washers are still fitted on the RAT turbine lower gear box assembly, before further flight, do the actions specified in paragraph (i)(2)(i) or (i)(2)(ii) of this AD, in accordance with the applicable Airbus AOT specified in Table 1 of this AD.

(i) Replace the RAT turbine lower gear box assembly with a new or serviceable RAT turbine lower gear box assembly.

(ii) Replace all balance screws on the RAT turbine lower gear box assembly with new or serviceable balance screws, including replacing any missing washers.

(3) If one or more screws are fractured and any balance washer is missing, before further flight, replace the RAT turbine lower gear box assembly with new or serviceable RAT turbine lower gear box assembly, in accordance with the applicable Airbus AOT specified in Table 1 of this AD.

Reporting Requirement

(j) At the applicable time specified in paragraph (j)(1) or (j)(2) of this AD, submit a report of the findings (both positive and negative) of the inspection required by paragraph (i) of this AD to Airbus, as specified in Paragraph 7 of the applicable

AOT specified in Table 1 of this AD. The report must include the inspection results, a description of any discrepancies found, the airplane serial number, and the number of landings and flight hours on the airplane.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

Parts Installation

(k) As of the effective date of this AD, no person may install, on any airplane, a RAT turbine lower gear box assembly, as identified by part number in the applicable Hamilton Sundstrand service bulletin specified in Table 2 of this AD, unless it has been inspected and all applicable corrective actions have been done, in accordance with the requirements of this AD.

FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(l) 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: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2125; fax (425) 227-1149. 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.

(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, and 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.

Related Information

(m) Refer to the applicable MCAI European Aviation Safety Agency (EASA) AD specified in Table 4 of this AD, the Airbus AOT's specified in Table 1 of this AD, and the Hamilton Sundstrand service bulletins specified in Table 2 of this AD, for related information.

TABLE 4—EASA ADS

For model—	EASA AD—	Dated—
A300–600 and A310 series airplanes	2009–0258	December 10, 2009.
A318, A319, A320, and A321 series airplanes	2010–0120	June 21, 2010.
A330 and A340 series airplanes	2009–0260	December 10, 2009 (corrected December 14, 2009).

Issued in Renton, Washington, on April 26, 2011.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2011-0450; Directorate Identifier 2011-CE-010-AD]

RIN 2120-AA64

Airworthiness Directives; Cessna Aircraft Company (Cessna) Models 337, 337A (USAF 02B), 337B, 337C, 337D, 337E, T337E, 337F, T337F, 337G, T337G, M337B, F 337E, FT337E, F 337F, FT337F, F 337G, and FT337GP Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for the products listed above. This proposed AD would require inspecting the wings for internal and external damage, repairing any damage, reinforcing the wings, installing operational limitation placards in the cockpit, and adding limitations to the airplane flight manual supplement. This proposed AD was prompted by a review of installed Flint Aero, Inc. wing tip auxiliary fuel tanks, Supplemental Type Certificate (STC) SA5090NM. We are issuing this proposed AD to detect and correct damage in the wings and to prevent overload failure of the wing due to the installation of the STC. Damage in the wing or overload failure of the wing could result in structural failure of the wing, which could result in loss of control.

DATES: We must receive comments on this proposed AD by June 20, 2011.

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, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

- *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 proposed AD, contact Flint Aero, Inc., 1942 Joe Crosson Drive, El Cajon, CA 92020; phone: (619) 448-1551; fax: (619) 448-1571; Internet: <http://www.flintaero.com>. You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://>