

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2019–0605; Product Identifier 2019–NM–093–AD]

RIN 2120–AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for all The Boeing Company Model 757 airplanes and Model 767–200, –300, and –300F series airplanes. This proposed AD was prompted by reports of excessively high flight deck or cabin temperatures. This proposed AD would require revising certificate limitations and operating procedures of the existing airplane flight manual (AFM), to provide the flightcrew with procedures for hot flight deck or cabin temperatures to follow under certain conditions. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by October 4, 2019.

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–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.

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–2019–0605; 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 NPRM, the regulatory evaluation, any comments received, and other information. The street address for Docket Operations is listed above. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT:

Susan L. Monroe, Aerospace Engineer, Cabin Safety and Environmental Systems Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206–231–3570; email: susan.l.monroe@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the ADDRESSES section. Include “Docket No. FAA–2019–0605; Product Identifier 2019–NM–093–AD” at the beginning of your comments. The FAA specifically invites comments on the overall regulatory, economic, environmental, and energy aspects of this NPRM. The FAA will consider all comments received by the closing date and may amend this NPRM because of those comments.

The FAA will post all comments received, without change, to <http://www.regulations.gov>, including any

personal information you provide. The FAA will also post a report summarizing each substantive verbal contact received about this NPRM.

Discussion

The FAA has received reports of excessively high flight deck or cabin temperatures caused by a loss of power or open circuit breaker on the pack flow control assembly combined with a PACK OFF selection. This combination can drive a single pack into full hot output, which results in the pack operating hot without indication, and without overheat protection. This condition, if not addressed, could result in excessively high flight deck temperatures, which may inhibit safe operation of the airplane by the flightcrew and contribute to loss of continued safe flight and landing. It could also result in excessively high cabin temperatures, which may cause physiological distress to passengers and cabin crew.

FAA’s Determination

We are proposing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Proposed AD Requirements

This proposed AD would require revising certificate limitations and operating procedures of the existing AFM, to provide the flightcrew with procedures for hot flight deck or cabin temperatures to follow under certain conditions.

Costs of Compliance

The FAA estimates that this proposed AD affects 866 airplanes of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS				
Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
AFM Revision	1 work-hour × \$85 per hour = \$85	\$0	\$85	\$73,610

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.

The FAA is 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 proposed 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

The FAA 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) Will not affect intrastate aviation in Alaska, 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.

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):

The Boeing Company: Docket No. FAA–2019–0605; Product Identifier 2019–NM–093–AD.

(a) Comments Due Date

The FAA must receive comments by October 4, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all The Boeing Company airplanes specified in paragraphs

(c)(1) and (2) of this AD, certificated in any category.

(1) Model 757–200, –200PF, –200CB, and –300 series airplanes.

(2) Model 767–200, –300, and –300F series airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 21, Air conditioning.

(e) Unsafe Condition

This AD was prompted by reports of excessively high flight deck or cabin temperatures. The FAA is issuing this AD to address this condition, which may inhibit safe operation of the airplane by the flightcrew and contribute to loss of continued safe flight and landing, or may cause physiological distress to passengers and cabin crew.

(f) Compliance

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

(g) Airplane Flight Manual (AFM) Revisions

Within 60 days after the effective date of this AD, do the actions specified in paragraphs (g)(1) and (2) of this AD.

(1) Revise the “Certificate Limitations” chapter of the existing AFM to include the information specified in figures 1 through 3 to paragraph (g)(1) of this AD, as applicable.

BILLING CODE 4910–13–P

Figure 1 to paragraph (g)(1) – Model 757 Freighter Airplanes Certificate Limitation

In the event of excessively hot flight deck temperature, the flight crew must comply with the Cabin Temperature Hot Procedures in the Operating Procedures chapter of this manual.

Figure 2 to paragraph (g)(1) – Model 767 Freighter Airplanes Certificate Limitation

In the event of excessively hot flight deck or main deck cargo compartment temperature, the flight crew must comply with the Cabin Temperature Hot Procedures in the Operating Procedures chapter of this manual.

Figure 3 to paragraph (g)(1) – Model 757 and 767 Passenger Airplanes Certificate Limitation

In the event of excessively hot flight deck or passenger cabin temperature, the flight crew must comply with the Cabin Temperature Hot Procedures in the Operating Procedures chapter of this manual.

(2) Revise the “Operating Procedures” chapter of the existing AFM to include the

information specified in figures 4 through 7 to paragraph (g)(2) of this AD, as applicable.

Figure 4 to paragraph (g)(2) – Model 757 Freighter Operating Procedures

Required by AD ****-**-**

AFM Cabin Temperature Hot Procedures
757 Freighter

If flight deck temperature is excessively hot and could cause incapacitation:

Trim Air Switch.....OFF

If outlet air stays excessively hot after one minute:

Trim Air SwitchON

Pack Control Selectors (Both)STBY-N

If outlet air stays excessively hot after one minute:

Left Pack Control SelectorOFF

If outlet air stays excessively hot after one minute:

Left Pack Control SelectorAUTO

Right Pack Control SelectorOFF

If outlet air stays excessively hot after one minute, descend to 10,000 ft. or minimum safe altitude, whichever is higher.

Reduce heat sources:

Utility Bus Switches (Both)OFF

Shoulder Heaters and Foot Heaters (All)OFF

When at level off, maintain 290 knots or greater.

If level off above 10,000 ft.:

Oxygen Masks and RegulatorsON, 100%

Crew CommunicationsESTABLISH

Left Pack Control Selector.....OFF

Manually depressurize and open outflow valve.

Figure 5 to paragraph (g)(2) – Model 757 Passenger Operating Procedures

Required by AD ****-**-**

AFM Cabin Temperature Hot Procedures**757 Passenger**

If flight deck or passenger cabin temperature is excessively hot and could cause incapacitation:

Trim Air Switch OFF

If outlet air stays excessively hot after one minute:

Trim Air Switch..... ON

Pack Control Selectors (Both)..... STBY-N

If outlet air stays excessively hot after one minute:

Left Pack Control Selector..... OFF

If outlet air stays excessively hot after one minute:

Left Pack Control Selector..... AUTO

Right Pack Control Selector..... OFF

If outlet air stays excessively hot after one minute, descend to 10,000 ft. or minimum safe altitude, whichever is higher.

Reduce heat sources:

Utility Bus Switches (Both) OFF

Shoulder Heaters and Foot Heaters (All) OFF

When at level off, maintain 290 knots or greater.

If level off above 10,000 ft.:

Oxygen Masks and Regulators ON, 100%

Crew Communications ESTABLISH

Left Pack Control Selector OFF

Manually depressurize and open outflow valve.

Figure 6 to paragraph (g)(2) – Model 767 Freighter Operating Procedures

Required by AD ****-**-**

AFM Cabin Temperature Hot Procedures**767 Freighter**

If flight deck or main deck cargo compartment temperature is excessively hot and could cause incapacitation:

Trim Air Switch OFF

If outlet air stays excessively hot after one minute:

 Trim Air Switch..... ON

 Pack Control Selectors (Both)..... STBY-N

If outlet air stays excessively hot after one minute:

 Left Pack Control Selector..... OFF

If outlet air stays excessively hot after one minute:

 Left Pack Control Selector..... AUTO

 Right Pack Control Selector..... OFF

If outlet air stays excessively hot after one minute, descend to 10,000 ft. or minimum safe altitude, whichever is higher.

 Reduce heat sources:

 Utility Bus Switches (Both) OFF

 Shoulder Heaters and Foot Heaters (All) OFF

When at level off, maintain 290 knots or less.

 If level off above 10,000 ft.:

 Oxygen Masks and Regulators ON, 100%

 Crew Communications ESTABLISH

Left Pack Control Selector OFF

Manually depressurize and open outflow valve.

Figure 7 to paragraph (g)(2) – Model 767 Passenger Operating Procedures

Required by AD ****-**-**

AFM Cabin Temperature Hot Procedures**767 Passenger**

If flight deck or passenger cabin temperature is excessively hot and could cause incapacitation:

Trim Air Switch OFF

If outlet air stays excessively hot after one minute:

Trim Air Switch ON

Pack Control Selectors (Both) STBY-N

If outlet air stays excessively hot after one minute:

Left Pack Control Selector OFF

If outlet air stays excessively hot after one minute:

Left Pack Control Selector AUTO

Right Pack Control Selector OFF

If outlet air stays excessively hot after one minute, descend to 10,000 ft. or minimum safe altitude, whichever is higher.

Reduce heat sources:

Shoulder Heaters and Foot Heaters (All) OFF

Select galley equipment, IFE and main cabin door heaters off.

When at level off, maintain 290 knots or less.

If level off above 10,000 ft.:

Oxygen Masks and Regulators ON, 100%

Crew Communications ESTABLISH

Left Pack Control Selector OFF

Manually depressurize and open outflow valve.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle ACO 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 manager of the certification office, send it to the attention of the person identified in paragraph (i) of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(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/certificate holding district office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of

the airplane, and the approval must specifically refer to this AD.

(i) Related Information

For more information about this AD, contact Susan L. Monroe, Aerospace Engineer, Cabin Safety and Environmental Systems Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3570; email: susan.l.monroe@faa.gov.

Issued in Des Moines, Washington, on August 7, 2019.

Dionne Palermo,

Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2019-17500 Filed 8-19-19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2019-0589; Product Identifier 2017-SW-020-AD]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron Canada Limited Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2016-02-06 for Bell Helicopter Textron Canada Limited (Bell) Model 429 helicopters. AD 2016-02-06 requires inspecting certain tail rotor (T/R) pitch link bearing bores for corrosion and pitting. AD 2016-02-06 also requires a repetitive inspection of the sealant and