Final Documents—December 2012

This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see ***Your Two Cents*** *in this issue. The date shown is the date of FR publication or other official release.*

Hyperlinks provided in blue text take you to the full document. If this link is broke, go to http://www.regulation.gov. In the keyword or ID field, type "FAA" followed by the docket number.

Final Rules, Airworthiness Directives (ADs)

AD: GA 8 Airvan (Pty) Ltd Airplanes

Issued 12/03/2012 Docket #: FAA-2012-1007 Effective 01/07/2013

This AD requires modifying the pitot heat wiring connector at the left wingtip.

AD: Stemme GmbH & Co. KG Powered Sailplanes

Issued 12/03/2012 Docket #: FAA-2012-0982 Effective 01/07/2013

This AD requires a one-time review of the sailplane's maintenance records to determine whether a serviceable engine hose kit for fuel, oil, and cooling systems has been installed and, depending on findings, replacing the affected hoses with serviceable parts.

AD: The Boeing Company Airplanes

Issued 12/03/2012 Docket #: FAA-2012-0857 Effective 01/07/2013

This AD requires a detailed inspection for cracking and corrosion of the channel and fillers adjacent to the drain mast bolts, an inspection to determine the location of the bonding strap, a measurement of the washers under the drain mast bolts, and related investigative actions and repair if necessary.

AD: Turbomeca S.A. Turboshaft Engines

Issued 12/03/2012 Docket #: FAA-2012-0520 Effective 01/07/2013

This AD supersedes an existing AD and requires determining the engine history; performing a one-time visual inspection of the axial compressor for erosion; performing initial and repetitive cleaning of the gas generator hollow shaft; and replacing the rear bearing if the amount of dust collected during cleaning exceeds eight grams. It also includes an optional terminating action.

AD: Turbomeca S.A. Turboshaft Engines

Issued 12/03/2012 Docket #: FAA-2012-0681 Effective 01/07/2013

This AD supersedes an existing AD, requires the same actions, and requires reducing the applicability to certain fuel control units (FCUs); references an updated service bulletin containing additional detailed information to identify the non-compliant "red disk;" replacing the plug before further flight if it is found to be non-compliant; and prohibits installation of FCUs that have not passed the 3-way union plug inspection and torque check.

AD: Lycoming Engines and Continental Motors, Inc. Reciprocating Engines

Issued 12/05/2012 Docket #: FAA-2012-1245 Effective 12/20/2012

Comments due 1/22/2013. This AD requires removing the affected turbochargers from service before further flight.

AD: The Boeing Company Airplanes

Issued 12/05/2012 Docket #: FAA-2012-1220 Effective 12/05/2012

Comments due 1/22/2013. This AD requires ensuring that lockwire is installed correctly on the engine fuel feed manifold couplings, and inspecting the assembly of the engine fuel feed manifold rigid and full flexible couplings.

AD: Eurocopter Deutschland GmbH Helicopters

Issued 12/07/2012 Docket #: FAA-2012-0500 Effective 1/11/2013

This AD requires inspecting each upper and lower plain journal bearing and replacing the swashplate assembly with an airworthy swashplate assembly if a bearing is not correctly positioned.

AD: Agusta S.p.A. (Type Certificate Currently Held by AgustaWestland S.p.A.) (Augusta) Helicopters

Issued 12/10/2012 Docket #: FAA-2012-1135 Effective 12/26/2012

Comments due 2/08/2013. This AD requires inspecting the pilot's and co-pilot's collective and cyclic control sticks for correctly installed attaching hardware.

AD: Embraer S.A. Airplanes

Issued 12/10/2012 Docket #: FAA-2012-0590 Effective 1/14/2013

This AD supersedes an existing AD and requires revising the maintenance program to incorporate modifications in the ALS to include new inspection tasks and their respective thresholds and intervals.

AD: Erickson Air-Crane Incorporated Helicopters

Issued 12/10/2012 Docket #: FAA-2008-1243 Effective 1/14/2013

This AD requires inspecting for cracking or working rivets in each left and right splice fitting, the pylon bulkhead assembly-canted, and the pylon steel strap.

AD: Rolls-Royce plc Turbofan Engines

Issued 12/10/2012 Docket #: FAA-2012-1117 Effective 12/26/2012

Comments due 1/24/2013. This AD requires inspection of the low pressure turbine bearing housing end cover assembly in certain engines and, if necessary, its replacement.

AD: Saab AB, Saab Aerosystems Airplanes

Issued 12/10/2012 Docket #: FAA-2012-0672 Effective 1/14/2013

This AD requires replacing the stall warning computer (SWC) with a new SWC, which provides an artificial stall warning in icing conditions, and modifying the airplane for the replacement of the SWC.

AD: The Boeing Company Airplanes

Issued 12/10/2012 Docket #: FAA-2012-0186 Effective 1/14/2013

This AD requires modifying the anti-icing system for the angle of attack sensor, the total air temperature, and the pitot probes.

AD: Augusta S.p.A. Helicopters

Issued 12/12/2012 Docket #: FAA-2012-0501 Effective 1/16/2013

This AD requires a one-time inspection of the lower semichannel assemblies to determine if metallic spacers are installed. If the metallic spacers are installed, it requires an inspection for the correct installation of the metallic spacers on the semichannels and for the correct seating of the gaskets. If the metallic spacers are not installed with rivets, the lower semichannel assemblies must be modified, and the main drive shaft must be inspected for damage.

AD: Bombardier, Inc. Airplanes

Issued 12/12/2012 Docket #: FAA-2012-0496 Effective 1/16/2013

This AD supersedes an existing AD and requires revising the maintenance program to incorporate a revised task specified in a certain temporary revision, which requires an improved non-destructive inspection procedure; and adds airplanes to the applicability.

AD: The Boeing Company Airplane

Issued 12/12/2012 Docket #: FAA-2012-0678 Effective 1/16/2013

This AD requires installing new software, replacing the duct assembly with a new duct assembly, making wiring changes, and routing certain wire bundles.

AD: The Boeing Company Airplane

Issued 12/12/2012 Docket #: FAA-2012-0421 Effective 1/16/2013

This AD requires repetitive inspections of electrical heat terminals on the left and right windshields for damage, and corrective actions if necessary. It allows replacing an affected windshield with a windshield equipped with different electrical connections, which would terminate the repetitive inspections for that windshield.

AD: Gulfstream Aerospace Corporation Airplanes

Issued 12/17/2012 Docket #: FAA-2012-1225 Effective 12/27/2012

This AD requires performing a modified system power-on self-test of the flap/stabilizer electronic control unit, and revising the airplane flight manual to incorporate these test procedures into the daily preflight check.

AD: Airbus Airplanes

Released 12/26/2012 Docket # FAA-2012-0934 Effective 01/30/2013

This AD requires replacing certain MLG bogie beams before reaching new reduced life limits.

AD: Airbus Airplanes

Released 12/26/2012 Docket # FAA-2012-0858 Effective 01/30/2013

This AD requires repetitive detailed inspections of the forward fitting at FR 40 without nut removal, and a one-time eddy current or liquid penetrant inspection of the forward fitting at FR 40 with nut removal, and repair if necessary.

AD, request for comments: Rolls-Royce plc Turbofan Engines

Released 12/26/2012 Docket # FAA-2012-1198 Effective 01/10/2013

Comments due 02/11/2013. This AD requires initial and repetitive on-wing or in-shop inspections of the high pressure/intermediate pressure (HP/IP) turbine bearing support oil feed tube outer heat shield. It also requires installation of a revised HP/IP turbine bearing support structure as terminating action to the repetitive inspections of the HP/IP turbine bearing support oil feed tube outer heat shield.

Special Conditions (SCs)

SC: Boeing Model 757 Series Airplanes; Seats with Non-Traditional, large, Non-Metallic Panels

Issued 11/09/2012 Docket #: FAA-2012-1194 Effective 12/14/2012

This SC contains the additional safety standards for novel or unusual design features associated with seats that include non-traditional, large, non-metallic panels that would affect survivability during a post-crash fire event.

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Notice of Proposed Rulemaking, Airworthiness Directive (NPRM AD)

NPRM AD: Bombardier, Inc. Airplanes

Proposed 12/04/2012 Docket #: FAA-2012-1222 Comments due 1/18/2013

This proposed AD would supersede an existing AD and add airplanes to the applicability.

NPRM AD: The Boeing Company

Proposed 12/04/2012 Docket #: FAA-2012-1221 Comments due 1/18/2013

This proposed AD would require repetitive general visual inspections of the strut forward dry bay for the presence of hydraulic fluid, and related investigative and corrective actions if necessary.

NPRM AD: The Boeing Company Airplanes

Proposed 12/04/2012 Docket #: FAA-2012-1156 Comments due 1/18/2013

This proposed AD would supersede an existing AD, add airplanes to the applicability, add inspections, related investigative, and corrective actions, and revise certain inspection types. It would also reduce the compliance time, for certain doors, to do a modification of the doors.

NPRM AD: Cessna Aircraft Company Airplanes

Proposed 12/05/2012 Docket #: FAA-2012-1273 Comments due 1/22/2013

This proposed AD would require installing the forward and aft fuel return line support clamps and brackets; inspecting for a minimum clearance between the fuel return line assembly and the steering tube assembly and clearance between the fuel return line assembly and the airplane structure; and, if any damage is found, replace the fuel return line assembly.

NPRM AD: Reim Aviation S.A. Airplanes

Proposed 12/05/2012 Docket #: FAA-2012-1274 Comments due 1/22/2013

This proposed AD would require inspection of the NLG attachment bracket and, depending on findings, replacement with a serviceable bracket made of steel. It would also require determining that some aluminum alloy NLG attachment brackets are made of steel prior to installation.

NPRM AD: Cessna Aircraft Company Airplanes

Proposed 12/06/2012 Docket #: FAA-2012-0880 Comments due 1/22/2013

This proposed AD would revise an earlier NPRM by providing correct steps for deactivating the A/C compressor motor.

NPRM AD: Embraer S.A. Airplanes

Proposed 12/06/2012 Docket #: FAA-2012-1223 Comments due 1/22/2013

This proposed AD would require replacing the striker and quick-release pin of the passive lock of the cockpit door, and replacing the upper and lower hinges of the cockpit door.

NPRM AD: Airbus Airplanes

Proposed 12/10/2012 Docket #: FAA-2012-0150 Comments due 1/04/2013

This proposed AD would revise an earlier proposed AD by clarifying the affected parts.

NPRM AD: Airbus Airplanes

Proposed 12/10/2012 Docket #: FAA-2012-1224 Comments due 1/24/2013

This proposed AD would require a one-time inspection for a part number, a tensile test of the affected seats, and corrective actions if necessary.

NPRM AD: Turbomeca S.A. Turboshaft Engines

Proposed 12/11/2012 Docket #: FAA-2012-1131 Comments due 2/11/2013

This proposed AD would require daily post-flight checks of the engine tachometer's unit cycle counting feature and ground-run functional checks within every 1,000 operating hours.

NPRM AD: Bombardier, Inc. Airplanes

Proposed 12/13/2012 Docket #: FAA-2012-1226 Comments due 1/28/2013

This proposed AD would require replacing the handle shaft with a new single-piece machined handle shaft on the aft entry and service doors, and require revising the maintenance program by incorporating a new airworthiness limitation task.

NPRM AD: General Electric Company Turbofan Engines

Proposed 12/13/2012 Docket #: FAA-2012-1288 Comments due 2/11/2013

This proposed AD would require removing from service and replacing the affected operability bleed valves (OBVs) with OBVs eligible for installation.

NPRM AD: Rolls-Royce Deutschland Ltd & Co KG Turbofan Engines

Proposed 12/13/2012 Docket #: FAA-2012-1167 Comments due 2/11/2013

This proposed AD would require removing the affected low-pressure compressor rotor disc assemblies at a new lower recalculated Declared Safe Cyclic Life.

NPRM AD: Embraer S.A. Airplanes

Proposed 12/17/2012 Docket #: FAA-2012-1227 Comments due 1/31/2013

This proposed AD would require repetitive measurements of the left-hand (LH) and right-hand (RH) main landing gear (MLG) side stay support fitting to detect bushing migration, and immediate or eventual bushing replacement; a detailed inspection for damage on the LH and RH MLG side stay support assembly, and related investigative and corrective actions if necessary.

NPRM AD: Eurocopter Deutschland GmbH Helicopters

Proposed 12/19/2012 Docket #: FAA-2011-1285 Comments due 2/14/2013

This proposed AD would revise the inspection requirements of an earlier NPRM by identifying specific dates of replacement of the applicable parts and identifying a specific inspection method for debonding of an abrasion strip.

NPRM AD: The Boeing Company Airplanes

Proposed 12/20/2012 Docket #: FAA-2012-1229 Comments due 2/04/2013

This proposed AD would require doing wiring changes and installing a new air/ground relay to the battery charger system

NPRM AD: Cessna Aircraft Company Airplanes

Proposed 12/21/2012 Docket #: FAA-2012-1330 Comments due 2/04/2013

This proposed AD would insertions into the pilot's operating handbook and the airplane maintenance manuals regarding proper use of the brakes and inspection of the aft fuselage.

NPRM AD: Bombardier, Inc. Airplanes

Proposed 12/26/2012 Docket # FAA-2012-1311 Comments due 02/11/2013

This proposed AD would require measuring the bellcrank clevis holes, inspecting for cracking of the bellcrank, and re-working the clevis holes with steel bushings, or replacing the bellcrank.

NPRM AD: Embraer S.A. Airplanes

Proposed 12/26/2012 Docket # FAA-2012-1230 Comments due 02/11/2013

This proposed AD would require replacing certain LPCVs of the left-hand (LH) and RH engines.

NPRM AD: Gulfstream Aerospace Corporation

Proposed 12/26/2012 Docket # FAA-2012-1313 Comments due 02/11/2013

This proposed AD would require doing an inspection to determine if fuel boost pumps having a certain part number are installed, replacing the fuel boost pumps, and revising the airplane maintenance program to include revised instructions for continued airworthiness.

Notice of Proposed Rulemaking Special Conditions (SCs)

NPRM SC: Airbus, A350-900 Series Airplanes; Flight Envelope Protection (Icing and Non-Icing Conditions); High Incidence Protection and ALpha-Floor Systems

Proposed 12/19/2012 Docket #: FAA-2012-1207 Comments due 2/04/2013

These proposed SC contain information about a novel or unusual design feature associated with flight envelope protection in icing and non-icing conditions that use low speed incidence protection and an alpha-floor function that automatically advances throttles whenever the airplane angle of attack reaches a predetermined value.

NPRM SC: Embraer S.A., Model EMB-550 Airplanes; Electrical/Electronic Equipment Bay Fire Detection and Smoke Penetration

Proposed 12/19/2012 Docket #: FAA-2012-1292 Comments due 2/04/2013

These proposed SC contain information about a novel or unusual design feature associated with distributed electrical and electronic equipment bays in pressurized areas of the airplane.

Final Documents—November 2012

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Final Rules, Airworthiness Directives (ADs)

AD: BRP-Powertrain GmbH & Co KG Rotax Reciprocating Engines

Issued 11/06/2012 Docket #: FAA-2012-0603 Effective 11/06/2012

This AD corrects an omission.

AD: Aeronautical Accessories, Inc.

Issued 11/09/2012 Docket #: FAA-2012-2012 Effective 12/14/2012

This AD requires counting and recording the total number of landings for cross tubes, inspecting them and replacing cracked or damaged ones.

AD: Airbus Airplanes

Issued 11/09/2012 Docket #: FAA-2012-0518 Effective 12/14/2012

This AD requires either incorporating a design change to the rudder control system and/or other systems, or installing a stop rudder inputs warning modification.

AD: Airbus Airplanes

Issued 11/09/2012 Docket #: FAA-2012-0428 Effective 12/14/2012

This AD requires inspecting piccolo tubes and mount links, the aft side of the forward bulkhead, and outer boundary angles for cracks, fractures, and broken links, and taking corrective actions.

AD: Bombardier, Inc. Airplanes

Issued 11/09/2012 Docket #: FAA-2012-0679 Effective 12/14/2012

This AD requires repetitive inspections to determine that cotter pins are installed at affected wing-to-fuselage attachment joints.

AD: Bombardier, Inc. Airplanes

Issued 11/09/2012 Docket #: FAA-2012-0806 Effective 12/14/2012

This AD requires inspection for chafing, damage, and loose wiring along with required repair, rework and re-identification of the wiring installation within alternation current contactor box (ACCB).

AD: Bombardier, Inc. Airplanes

Issued 11/13/2012 Docket #: FAA-2012-0335 Effective 12/18/2012

This AD corrects and removes an erroneously cited service document number document in an existing AD.

AD: Bombardier, Inc. Airplanes

Issued 11/13/2012 Docket #: FAA-2011-0360 Effective 11/13/2012

This AD corrects non-regulatory preamble and regulatory text in an existing AD.

AD: Piaggio Aero Industries S.p.A. Airplanes

Issued 11/14/2012 Docket #: FAA-2012-1181 Effective 11/14/2012

Comments due 12/31/2012. This AD requires replacement of any firewall shutoff or cross feed valve with certain serial numbers by revising the effected valves in an existing AD.

AD: Pratt & Whitney Division Turbofan Engines

Issued 11/14/2012 Docket #: FAA-2012-0546 Effective 12/19/2012

This AD requires removing from service certain part numbers of 3rd stage low-pressure turbine duct segments.

AD: Airbus Airplanes

Issued 11/15/2012 Docket #: FAA-2012-0488 Effective 12/20/2012

This AD requires repetitive inspections of the crossbeams of certain fuselage frame, and necessary repairs.

AD: Bell Helicopter Textron Helicopters

Issued 11/15/2012 Docket #: FAA-2012-0530 Effective 12/20/2012

This AD requires a repetitive inspection of the collective lever for a crack, and if there is a crack, replacement before further flight.

AD: Fokker Services B.V. Airplanes

Issued 11/15/2012 Docket #: FAA-2012-0643 Effective 12/20/2012

This AD supersedes an existing AD and requires modifying the main landing gear by installing a piston containing a certain part number, and revising the airplane maintenance program.

AD: Fokker Services B.V. Airplanes

Issued 11/15/2012 Docket #: FAA-2012-0143 Effective 12/20/2012

This AD supersedes an existing AD and requires revising the maintenance program to incorporate the limitations, tasks, thresholds, and intervals specified in certain revised Fokker documents.

AD: Sikorsky Aircraft Corporation Helicopters

Issued 11/15/2012 Docket #: FAA-2012-0340 Effective 12/20/2012

This AD requires installing an improved throttle stop and a wider trigger on the engine control levers.

AD: Sikorsky Aircraft Corporation Helicopters

Issued 11/15/2012 Docket #: FAA-2012-0216 Effective 12/20/2012

This AD requires inspecting the tail rotor pylon for a loose or missing fastener, a crack, damage, or corrosion and adding an internal doubler to the aft shear deck tunnel assembly.

AD: Sikorsky Aircraft Corporation Helicopters

Issued 11/15/2012 Docket #: FAA-2012-1182 Effective 12/20/2012

This AD supersedes an existing emergency AD, includes two additional part numbers of affected intermediate gearboxes (IGBs), and identifies a specific date since new for overhaul of the affected IGBs.

AD: Eurocopter Deutschland GmbH Helicopters

Issued 11/20/2012 Docket #: FAA-2012-1288 Effective 12/05/2012

Comments due 1/22/2012. This AD requires, before further flight and at specified intervals, inspecting the upper and lower main rotor hub shaft flanges and the lower hub-shaft flange bolt attachment for cracks.

AD: Sikorsky Aircraft Corporation Helicopters

Issued 11/20/2012 Docket #: FAA-2012-0528 Effective 12/20/2012

This AD requires replacing the Generator Control Units.

AD: Cessna Aircraft Company Airplanes

Issued 11/21/2012 Docket #: FAA-2010-1084 Effective 12/26/2012

This AD requires an inspection of the flap control.

AD: The Boeing Company Airplanes

Issued 11/21/2012 Docket #: FAA-2012-1168 Effective 12/26/2012

This AD requires measuring the crown frame web at STA 320 and, depending on findings, various inspections for cracks and missing fasteners, web and fastener replacement, and related investigative and corrective actions.

AD: The Boeing Company Airplanes

Issued 11/21/2012 Docket #: FAA-2011-1168 Effective 12/26/2012

This AD requires repetitive inspections of the frame inner chord transition radius for cracks, and related investigative and corrective actions.

AD: The Boeing Company Airplanes

Issued 11/21/2012 Docket #: FAA-2011-0722 Effective 12/26/2012

This AD adds airplanes to the applicability statement in the existing AD requiring inspections for cracks in the outboard chord of the frame at body station (BS) 727 and in the outboard chord of stringer (S) 18A, and repair or replacement of cracked parts. It adds inspections for cracks in the BS 727 frame outboard chords and the radius of the auxiliary chord, for certain airplanes. It also removes the inspections of the outboard chord of S-18A required by the existing AD.

AD: Cessna Aircraft Company Airplanes

Issued 11/23/2012 Docket #: FAA-2012-0846 Effective 12/28/2012

This AD requires inspecting the fuel return line assembly for chafing; replace the fuel return line assembly if chafing is found; inspecting the clearance between the fuel return line assembly and both the right steering tube assembly and the airplane structure; and adjusting as necessary.

AD: Airbus Airplanes

Issued 11/26/2012 Docket #: FAA-2012-0640 Effective 12/31/2012

This AD requires repetitive inspections of the three inner acoustic panels of both engine air intake cowls to detect disbonding, and corrective actions.

AD: Airbus Airplanes

Issued 11/26/2012 Docket #: FAA-2012-0676 Effective 12/31/2012

This AD requires modifying the escape slide of the raft inflation system.

AD: Eurocopter France Helicopters

Issued 11/26/2012 Docket #: FAA-2012-0339 Effective 12/31/2012

This AD requires inspecting the cage of the free-wheel assembly for the correct alignment of the roller drive pocket recesses and replacement of defective cages.

AD: The Boeing Company Airplanes

Issued 11/26/2012 Docket #: FAA-2012-0794 Effective 12/31/2012

This AD requires a general visual inspection to identify any existing structural repairs of the upper main sill outer chord of the left and right side main entry door number 1, repetitive detailed inspections for cracks in the upper main sill of the door(s); and related investigative and corrective actions. It also requires repetitive inspections for airplanes on which a certain repair is done, corrective actions, and compliance time changes.

AD: The Boeing Company Airplanes

Issued 11/26/2012 Docket #: FAA-2012-0591 Effective 12/31/2012

This AD supersedes an existing AD and requires replacing the drain tube assembly of the left and right engine strut aft fairings with a new one, and adds airplanes to the applicability.

AD: The Boeing Company Airplanes

Issued 11/26/2012 Docket #: FAA-2012-0595 Effective 12/31/2012

This AD requires a detailed inspection of the clamps on the power feeder cable of the auxiliary power unit to determine if certain clamps are installed, and related investigative and corrective actions.

AD: Rolls-Royce Deutschland Ltd & Co KG Turbofan Engines

Issued 11/29/2012 Docket #: FAA-2012-1056 Effective 12/14/2012

Comments due 1/14/2012. This AD requires initial and repetitive general and ultrasonic inspections of low-pressure compressor (LPC) fan blades for cracks; if cracked, replacement of the LPC fan blade set and disc.

AD: Sikorsky Aircraft Corporation (Sikorsky) Model Helicopters

Issued 11/29/2012 Docket #: FAA-2012-1206 Effective 12/14/2012

Comments due 1/28/2012. This AD requires reducing or establishing life limits for certain listed parts.

Special Conditions (SCs)

SC: Boeing Model 757 Series Airplanes; Seats with Non-Traditional, large, Non-Metallic Panels

Issued 11/09/2012 Docket #: FAA-2012-1194 Effective 12/14/2012

This SC contains the additional safety standards for seats that include non-traditional, large, non-metallic panels that would affect survivability during a post-crash fire event.

SC: ATR-GIE Avions de Transport Regional, Models ATR42-500 and ATR72-212A Airplanes; Aircraft Electronic System Security Protection From Unauthorized External Access

Issued 11/13/2012 Docket #: FAA-2012-0959 Effective 11/5/2012

Comments due 12/13/2012. This special condition contains the additional safety standards associated with architecture and connectivity capabilities of the airplanes' computer systems and networks, which may allow access to or by external computer systems and networks.

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Notice of Proposed Rulemaking, Airworthiness Directive (NPRM AD)

NPRM AD: BAE Systems (Operations) Limited Model Airplanes

Proposed 11/05/2012 Docket #: FAA-2012-1157 Comments due 12/20/2012

This proposed AD would require a one-time inspection of the ceramic terminal blocks to determine the insulation resistance and, depending on findings, replacement of terminal blocks, and reporting the results to the BAE Systems.

NPRM AD: Bombardier, Inc. Airplanes

Proposed 11/05/2012 Docket #: FAA-2012-1155 Comments due 12/20/2012

This proposed AD would require inspections of the nacelle fire detection wires and the main landing gear (MLG) yoke for damage; replacing nacelle fire detection wires, if necessary; repairing the MLG yoke, if necessary; and installing new brackets and associated hardware to secure the fire detection wires.

NPRM AD: Costruzioni Aeronautiche Tecnam srl Airplanes

Proposed 11/05/2012 Docket #: FAA-2012-1173 Comments due 12/20/2012

This proposed AD would require inspecting for crack detection all aileron hinge supports and to accomplish the applicable corrective actions.

NPRM AD: Diamond Aircraft Industries GmbH Airplanes

Proposed 11/05/2012 Docket #: FAA-2012-1172 Comments due 12/20/2012

This proposed AD would require replacing airplane elevator bell cranks with improved parts and prohibit installation of any previous design elevator bell crank.

NPRM AD: Hawker Beechcraft Corporation (Type Certificate Previously Held by Raytheon Aircraft Company; Beech Aircraft Corporation) Airplanes

Proposed 11/05/2012 Docket #: FAA-2012-1111 Comments due 12/20/2012

This proposed AD would require installing an in-line fuse in the 5-volt direct current system for each of the five instrument lighting control power supplies.

NPRM AD: Hawker Beechcraft Corporation

Proposed 11/06/2012 Docket #: FAA-2012-1180 Comments due 12/21/2012

This proposed AD would require inspections of elevator balance weights and replacement of defective elevator balance weights.

NPRM AD: Airbus Airplanes

Proposed 11/07/2012 Docket #: FAA-2012-1159 Comments due 12/24/2012

This proposed AD would require modifying the wing manhole surrounds and replacing fuel access panels.

NPRM AD: Airbus Airplanes

Proposed 11/07/2012 Docket #: FAA-2012-1158 Comments due 12/24/2012

This proposed AD would supersede an existing AD and would revise the maintenance program to incorporate the limitations section.

NPRM AD: Airbus Airplanes

Proposed 110/7/2012 Docket #: FAA-2012-1162 Comments due 12/24/2012

This proposed AD would require an inspection to identify the installed windshields and replacement of affected windshields.

NPRM AD: Airbus Airplanes

Proposed 11/07/2012 Docket #: FAA-2012-1160 Comments due 12/24/2012

This proposed AD would require modifying the bonding lead installation of the isolation valve.

NPRM AD: Pratt & Whitney Canada Corp. Turboshaft Engines

Proposed 11/07/2012 Docket #: FAA-2012-0942 Comments due 1/7/2013

This proposed AD would require re-identifying the power turbine disk to a part number with a lower life limit.

NPRM AD: Rolls-Royce Deutschland Ltd & Co KG Turbofan Engines

Proposed 11/07/2012 Docket #: FAA-2012-1100 Comments due 1/7/2013

This proposed AD would require replacing the affected fuel pump splined couplings.

NPRM AD: Rolls-Royce Deutschland Ltd & Co KG Turbofan Engines

Proposed 11/07/2012 Docket #: FAA-2012-1006 Comments due 1/7/2013

This proposed AD would require inspecting and replacement if necessary of affected bolts, and if any bolt is found broken, inspection of the adjacent disc(s) for damage.

NPRM AD: The Boeing Company Airplanes

Proposed 11/07/2012 Docket #: FAA-2012-1161 Comments due 12/24/2012

This proposed AD would supersede an existing AD and require repetitive external eddy current inspections for cracking of certain fuselage crown lap joints and corrective actions; internal eddy current and detailed inspections for cracking of certain fuselage crown lap joints, and repair; and detailed inspections of certain stringer clips, and replacement with new stringer clips. It would also add airplanes to the applicability.

NPRM: Air Carrier Contract Maintenance Requirements

Proposed 11/13/2012 Docket #: FAA-2012-1136 Comments due 12/11/2012

This proposed rule would require certain operators to develop policies, procedures, methods, and instructions for performing contract maintenance and to include them in their maintenance manuals. It would also require the operators to provide a list to the FAA of all persons with whom they contract maintenance.

NPRM AD: Rolls-Royce Deutschland Ltd & Co KG Turbofan Engines

Proposed 11/13/2012 Docket #: FAA-2012-1136 Comments due 12/11/2012

This proposed AD would require inspection and replacement of affected bolts.

NPRM AD: Airbus Airplanes

Proposed 11/16/2012 Docket #: FAA-2012-1163 Comments due 12/31/2012

This proposed AD would supersede an existing AD, add Model A330-200 freighter series airplanes to the applicability, and, for certain airplanes, add repetitive inspections for damage and corrosion of the slide piston sub-assembly, with new related investigative and corrective actions.

NPRM AD: Rolls-Royce Deutschland Ltd & Co KG Turbofan Engines

Proposed 11/16/2012 Docket #: FAA-2012-1055 Comments due 1/15/2013

This proposed AD would require reducing the life limits for certain high-pressure turbine stage 1 and stage 2 discs.

NPRM AD: Airbus Airplanes

Proposed 11/19/2012 Docket #: FAA-2012-1164 Comments due 1/03/2013

This proposed AD would require replacing slat extension eccentric bolts, and associated washers.

NPRM AD: Eurocopter France Helicopters

Proposed 11/26/2012 Docket #: FAA-2012-1214 Comments due 1/25/2013

This proposed AD would require modifying the fuel tank draining system.

NPRM AD: DG Flugzeugbau GmbH Gliders

Proposed 11/30/2012 Docket #: FAA-2012-1250 Comments due 1/14/2013

This proposed AD would require a one-time inspection (magnetic particle or dye penetrant) of the affected propeller shafts to detect cracks and, depending on findings, replacement of the propeller pulley assembly (module).

NPRM AD: Pacific Aerospace Limited Airplanes

Proposed 11/30/2012 Docket #: FAA-2012-1251 Comments due 1/14/2013

This proposed AD would require adding an installing station marking placards inside the rear cabin walls and inserting a supplement into the airplane flight manual specifically approved for parachuting operations that contains detailed information for determining the weight and balance of the aircraft for turbine engine airplanes.

Notice of Proposed Rulemaking Special Conditions (SCs)

NPRM SC: Turbomeca Ardiden 3K Turboshaft Engine

Proposed 11/08/2012 Docket #: FAA-2012-1085 Comments due 12/10/2012

These proposed SC apply to the engine model's 30-minute all engines operating power rating for hovering operations that are normal mission functions.

NPRM SC: Embraer S.A., Model EMB-550 Airplane, Hydrophobic Coatings in Lieu of Windshield Wipers

Proposed 11/09/2012 Docket #: FAA-2012-1200 Comments due 12/24/2012

This proposed special condition contains the additional safety standards for hydrophobic coatings.

NPRM SC: Embraer S.A., Model EMB-550 Airplane, Flight Envelope Protection: Performance Credit for Automatic Takeoff Thrust Control System (ATTCS) During Go-Around

Proposed 11/09/2012 Docket #: FAA-2012-1199 Comments due 12/24/2012

This proposed special condition contains the additional safety standards for the use of an Automatic Takeoff Thrust Control System during go-around.

NPRM SC: Bombardier Aerospace, Model BD-500-1A10 and BD-500-1A11 Airplanes; Sidestick Controllers

Proposed 11/20/2012 Docket #: FAA-2012-1236 Comments due 1/04/2012

This proposed special condition contains the additional safety standards for the side-stick controllers designed to be operated with only one hand.

NPRM SC: Embraer S.A., Model EMB-550 Airplane, Limit Pilot Forces for Sidestick Control

Proposed 11/20/2012 Docket #: FAA-2012-1216 Comments due 1/04/2012

This proposed special condition contains the additional safety standards for the side stick controllers designed to be operated with only one hand.

NPRM SC: Embraer S.A., Model EMB-550 Airplane, Electronic Flight Control System: Lateral-Directional and Longitudinal Stability and Low Energy Awareness

Proposed 11/20/2012 Docket #: FAA-2012-1218 Comments due 1/04/2012

This proposed special condition contains the additional safety standards for an electronic flight control system with respect to lateral-directional and longitudinal stability and low energy awareness.

NPRM SC: Embraer S.A., Model EMB-550 Airplanes; Flight Envelope Protection: High Speed Limiting

Proposed 11/20/2012 Docket #: FAA-2012-1215 Comments due 1/04/2012

This proposed special condition contains the additional safety standards for an electronic flight control system, which contains fly-by-wire control laws, including envelope protection for the over-speed protection and roll limiting function.

NPRM SC: Embraer S.A., Model EMB-550 Airplane, Flight Envelope Protection: Pitch and Roll Limiting Functions

Proposed 11/20/2012 Docket #: FAA-2012-1211 Comments due 1/04/2012

This proposed special condition contains the additional safety standards for an electronic flight control system which contains fly-by-wire control laws, including envelope protection.

NPRM SC: Embraer S.A., Model EMB-550 Airplane; Design Roll Maneuver for Electronic Flight Controls

Proposed 11/26/2012 Docket #: FAA-2012-1241 Comments due 1/10/2012

This proposed special condition contains the additional safety standards for an electronic flight controls, specifically an electronic flight control system that provides control of the aircraft through pilot inputs to the flight computer.

NPRM SC: Embraer S.A., Model EMB-550 Airplane; Interaction of Systems and Structures

Proposed 11/28/2012 Docket #: FAA-2012-1246 Comments due 1/14/2012

This proposed special condition contains the additional safety standards for the interaction of systems and structures.

Final Documents—October 2012

*This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see **Your Two Cents** in this issue. The date shown is the date of FR publication or other official release.*

Hyperlinks provided in blue text take you to the full document. If this link is broke, go to http://www.regulation.gov. In the keyword or ID field, type "FAA" followed by the docket number.

Final Rules, Airworthiness Directives (ADs)

AD: Airbus Airplanes

Issued 10/01/2012 Docket #: FAA-2012-0996 Effective 10/16/2012
Comments due 11/15/2012. This AD requires repetitive inspections for corrosion of the drag stay lower arm assembly of the nose landing gear and its eventual replacement.

AD: The Boeing Company Airplanes

Issued 10/01/2012 Docket #: FAA-2012-0327 Effective 11/05/2012
This AD supersedes an existing AD, adds airplanes to the applicability and, depending on the airplane configuration, requires installing new braided bonding straps, inspecting to determine if a certain strap is installed, and replacing with or installing a braided bonding strap, measuring the electrical resistance of the bonding straps, verifying that brackets have an acceptable fillet seal, and doing corrective actions if necessary.

AD: Pratt & Whitney (P&W) Division Turbofan Engines

Issued 10/03/2012 Docket #: FAA-2012-0060 Effective 11/07/2012
This AD requires dimensional inspections of the low-pressure turbine (LPT) 3rd stage vanes and the rear turbine case, inspection of LPT 4th stage vanes at the next LPT overhaul and removal of vanes with non-conforming airfoil fillet radii and vanes with more than one strip and recoat repair. It also requires disassembly and reassembly of the 2nd stage high-pressure turbine (HPT) rotor and 3rd stage LPT rotor at the next HPT and LPT overhauls.

AD: The Boeing Company Airplanes

Issued 10/03/2012 Docket #: FAA-2012-0424 Effective 11/07/2012
This AD requires repetitive lubrication of the main landing gear pivot joints, repetitive detailed inspections of the outer diameter chrome on the center axels of the main landing gear for chicken-wire cracks, corrosion, and chrome plate distress; repetitive magnetic particle inspections of the outer diameter chrome on the center axels of the main landing gear for cracks; and related investigative and corrective actions if necessary.

AD: The Boeing Company Airplanes

Issued 10/03/2012 Docket #: FAA-2011-1411 Effective 11/07/2012
This AD requires incorporating design changes to improve the reliability of the cabin altitude warning system by installing a redundant cabin altitude pressure switch, replacing the aural warning module (AMW) with a new or reworked AMW, and changing certain wire bundles or connecting certain previously capped and stowed wires as necessary. For certain airplanes, it would also require prior or concurrent incorporation of related design changes by modifying the instrument panels, installing light assemblies, modifying the wire bundles, and installing a new circuit breaker, as necessary.

AD: Alpha Aviation Concept Limited Airplanes

Issued 10/05/2012 Docket #: FAA-2011-0798 Effective 11/09/2012
This AD requires addressing filter elements not fitted with metallic mesh.

AD: The Boeing Company Airplanes

Issued 10/05/2012 Docket #: FAA-2011-0492 Effective 11/09/2012
This AD supersedes an existing AD and adds repetitive inspections of the outboard end fitting of the left and right wing landing gear support beams for cracks and corrosion, and corrective actions if necessary.

AD: The Boeing Company Airplanes

Issued 10/05/2012 Docket #: FAA-2012-0491 Effective 11/09/2012
This AD requires repetitive inspections for cracks and a chemical spot test in the area of station 908, and related investigative and corrective actions, if necessary. For certain airplanes, it also requires an inspection and modification.

AD: Bombardier, Inc. Airplanes

Issued 10/10/2012 Docket #: FAA-2012-0588 Effective 11/14/2012
This AD requires inspecting the wire harness along the wing leading edge for chafing damage, and repair if necessary, and relocating and installing new anchor nuts.

AD: Bombardier, Inc. Airplanes

Issued 10/16/2012 Docket #: FAA-2012-0724 Effective 11/20/2012
This AD supersedes an existing AD and requires, for airplanes on which the reidentification is done, an operational check of the alternate extension system of the main landing gear, and repair if necessary.

AD: Bombardier, Inc. Airplanes

Issued 10/17/2012 Docket #: FAA-2012-0493 Effective 11/21/2012
This AD supersedes an existing AD and requires revising the maintenance program to incorporate revised fuel maintenance and inspection tasks. It also adds airplanes to the applicability.

AD: Bombardier, Inc. Airplanes

Issued 10/17/2012 Docket #: FAA-2012-0722 Effective 11/21/2012
This AD requires inspecting the alternating current generator and replacing the AC generator if necessary.

AD: Piaggio Aero Industries S.p.A.

Issued 10/17/2012 Docket #: FAA-2012-0755 Effective 11/21/2012
This AD rescinds an existing AD that was prompted by mandatory continuing airworthiness information issued by the airworthiness authority in Italy requiring repetitive inspections of brake rods and tubings.

AD: The Boeing Company Airplanes

Issued 10/17/2012 Docket #: FAA-2012-0801 Effective 11/21/2012
This AD rescinds, for certain airplanes, repetitive inspections for any discrepancies of the aft attach lugs for the elevator tab control mechanism.

AD: Agusta S.p.A. Helicopters

Issued 10/23/2012 Docket #: FAA-2012-0448 Effective 11/27/2012
This AD requires installing a “BATT BUS” circuit breaker modification kit on Model A109E helicopters.

AD: Airbus Airplanes

Issued 10/23/2012 Docket #: FAA-2012-0144 Effective 11/27/2012
This AD requires replacing any cracked hood halves of fuel pump canisters.

AD: Eurocopter France Helicopters

Issued 10/23/2012 Docket #: FAA-2012-1128 Effective 11/07/2012
This AD requires inspecting the epicyclic module for a through-hole upstream of the magnetic plug.

AD: Hawker Beechcraft Corporation Airplanes

Issued 10/23/2012 Docket #: FAA-2012-0830 Effective 11/27/2012
This AD requires replacing incorrect gauge wires in certain electrical power wiring bundles, inspecting associated wiring bundles and components for heat damage, and taking corrective actions.

AD: Hawker Beechcraft Corporation Airplanes

Issued 10/23/2012 Docket #: FAA-2012-0829 Effective 11/27/2012
This AD requires replacing incorrect gauge wiring with correct wiring required by type design and the aircraft's circuit protection.

AD: MD Helicopters, Inc.

Issued 10/23/2012 Docket #: FAA-2012-0342 Effective 11/27/2012
This AD supersedes another AD requiring repetitive inspections of the main rotor lower hub, requires the continuation of the inspection and adds requirements for long-term recurring inspections and replacing the lower hub.

AD: The Boeing Company Airplanes

Issued 10/23/2012 Docket #: FAA-2011-0567 Effective 11/27/2012
This AD requires modification of the fluid drain path in the leading edge area of the wing.

AD: The Boeing Company Airplanes

Issued 10/23/2012 Docket #: FAA-2010-0856 Effective 11/27/2012
This AD supersedes an existing AD that requires updating the version of the operational program software (OPS) of the flight control computers. It requires an inspection of the OPS part numbers and corrective actions if necessary.

AD: The Boeing Company Airplanes

Issued 10/23/2012 Docket #: FAA-2008-0619 Effective 11/27/2012
This AD requires repetitive operational tests, and corrective actions if necessary.

AD: Bombardier, Inc. Airplanes

Issued 10/30/2012 Docket #: FAA-2012-0726 Effective 12/04/2012
This AD requires replacing affected brake hydraulic accumulators, and relocating the parking brake accumulator.

AD: Bombardier, Inc. Airplanes

Issued 10/30/2012 Docket #: FAA-2012-0146 Effective 12/04/2012
This AD requires determining if certain oxygen pressure regulators are installed and replacing oxygen cylinder and regulator assemblies containing pressure regulators that do not meet the required material properties.

AD: The Boeing Company Airplanes

Issued 10/30/2012 Docket #: FAA-2012-0727 Effective 12/04/2012
This AD requires repetitive inspections for cracks in Stringer II, a splice repair if necessary, and repetitive post-repair inspections and any necessary repairs.

AD: The Boeing Company Airplanes

Issued 10/30/2012 Docket #: FAA-2012-1104 Effective 11/14/2012
Comments due 12/14/2012. This AD requires review of the airplane's maintenance records for each rudder power control unit (PCU) to identify the condition of its related reaction link assembly, and replacement if necessary.

AD: Airbus Airplanes

Issued 10/31/2012 Docket #: FAA-2012-0596 Effective 12/5/2012
This AD requires identification of the supplier, part number, and serial number of the installed ram air turbine (RAT) actuator, and re-identification of the actuator and RAT, or replacement of the RAT actuator with a serviceable unit and re-identification of the RAT, if necessary.

AD: Airbus Airplanes

Issued 10/31/2012 Docket #: FAA-2012-0719 Effective 12/5/2012
This AD requires inspecting the RAT pump anti-stall valve setting, re-identifying the RAT pump, performing a functional ground test of the RAT, and replacing the RAT pump or the RAT assembly, if necessary.

AD: Airbus Airplanes

Issued 10/31/2012 Docket #: FAA-2012-0642 Effective 12/5/2012
This AD requires repetitive inspections for cracking of certain fasteners, and repairs if necessary.

AD: BAE Systems (Operations) Limited Airplanes

Issued 10/31/2012 Docket #: FAA-2012-0427 Effective 12/5/2012
This AD requires installing a hydraulic fluid containment system

AD: Bombardier, Inc. Airplanes

Issued 10/31/2012 Docket #: FAA-2012-0592 Effective 12/5/2012
This AD supersedes an existing AD and requires repetitive detailed inspections for corrosion and damage of the main landing gear (MLG) side-brace fitting, and replacing the side-brace fitting shaft with the re-designed side-brace fitting shaft of the MLG if necessary. It also requires eventual replacement of certain side-brace fitting shafts with the re-designed part.

AD: The Boeing Company Airplanes

Issued 10/31/2012 Docket #: FAA-2012-0728 Effective 12/5/2012
This AD requires repetitive inspections for cracks in Stringer 11, a splice repair if necessary, and repetitive post-repair inspections and corrective actions as necessary.

AD: The Boeing Company Airplanes

Issued 10/31/2012 Docket #: FAA-2012-0652 Effective 12/5/2012
This AD requires repetitive eddy current high frequency inspections for cracking on the aft side of the left and right wing spar lower caps, further inspections if cracks are found, and repair if necessary; and repetitive post-repair inspections, and repair if necessary.

Special Conditions (SCs)

SC: Eurocopter France (ECF) Model EC225LP Helicopter, Installation of a Search and Rescue (SAR) Automatic Flight Control System (AFCS)

Issued 10/05/2012 SC #: 29-022A-SC Effective 11/05/2012
This SC amends and supersedes the final special conditions No. 29-022-SC, for the ECF model EC225LP helicopter, which were published in the Federal Register on Nov. 6, 2008.

SC: Airbus Model A318, A319, A320, and A321 Series Airplanes; Design Dive Speed

Issued 10/18/2012 SC #: 25-470-SC Effective 10/11/2012
Comments due 12/03/2012. This SC contains the additional safety standards regarding novel or unusual design features, including a high-speed protection system.

SC: Airbus Model A318, A319, A320, and A321 Series Airplanes; Design Roll Maneuver Conditions

Issued 10/18/2012 SC #: 25-471-SC Effective 10/11/2012
Comments due 12/03/2012. This SC contains the additional safety standards regarding novel or unusual design features, including electronic flight controls that effect maneuvering.

SC: Airbus Model A318, A319, A320, and A321 Series Airplanes; Interaction of Systems and Structures

Issued 10/18/2012 SC #: 25-471-SC Effective 10/11/2012
Comments due 12/03/2012. This SC contains the additional safety standards regarding novel or unusual design features, including features associated with the systems that affect structural performance.

Your Two Cents—October 2012

This is your chance to provide input on rules and policies that will affect you. Agencies must provide the public notice and an opportunity for comment before their rules or policies change. Your input matters. Comments should be received before the indicated due date; however, agencies often consider comments they receive before drafting of the final document begins.

Hyperlinks provided in blue **text take you to the full document.**

Notice of Proposed Rulemaking, Airworthiness Directive (NPRM AD)

NPRM AD: Cessna Aircraft Company Airplanes; Initial Regulatory Flexibility Analysis

Proposed 10/01/2012 Docket #: FAA-2011-0562 Comments due 11/15/2012

This proposed AD would request comments on an Initial Regulatory Flexibility Analysis for an earlier NPRM AD.

NPRM AD: Cessna Aircraft Company Airplanes

Proposed 10/01/2012 Docket #: FAA-2012-1001 Comments due 11/13/2012

This proposed AD would require an inspection to determine the accumulated hours on certain air conditioning drive motor assemblies; repetitive replacement of the brushes in the drive motor assembly, or as an option to the brush replacement, deactivation of the air conditioner.

NPRM AD: Airbus Airplanes

Proposed 10/02/2012 Docket #: FAA-2012-1034 Comments due 11/16/2012

This proposed AD would supersede an existing AD, add airplanes with certain rudders to the applicability; change an inspection type for certain reinforced rudder areas; require pre-inspections for certain rudders and repair if needed; and require replacement of certain rudder with new rudders.

NPRM AD: Airbus Airplanes

Proposed 10/02/2012 Docket #: FAA-2012-1033 Comments due 11/16/2012

This proposed AD would supersede an existing AD, remove certain inspections, revise certain actions, and add airplanes to the applicability.

NPRM AD: Bombardier, Inc. Airplanes

Proposed 10/02/2012 Docket #: FAA-2012-1003 Comments due 11/16/2012

This proposed AD would require replacing all three advance pneumatic detectors with new detector assemblies.

NPRM AD: Cessna Aircraft Company Airplanes

Proposed 10/02/2012 Docket #: FAA-2012-1052 Comments due 11/16/2012

This proposed AD would supersede an existing AD, increase the applicability of the AD, place a life-limit of 3,000 hours time-in-service on the engine oil pressure switch, and require replacement when the engine oil pressure switch reaches its life limit.

NPRM AD: Saab AB, Saab Aerospace Airplanes

Proposed 10/02/2012 Docket #: FAA-2012-1032 Comments due 11/16/2012

This proposed AD would require a general visual inspection to determine the presence of certain fasteners, and related investigative and corrective actions.

NPRM AD: Airbus Airplanes

Proposed 10/03/2012 Docket #: FAA-2012-1035 Comments due 11/19/2012

This proposed AD would require installing a power interruption protection circuit for the landing gear control interface unit.

NPRM AD: Airbus Airplanes

Proposed 10/03/2012 Docket #: FAA-2012-1253 Comments due 11/19/2012

This proposed AD would revise an earlier proposed AD by adding A318 airplanes and others to the applicability, requiring repetitive detailed inspections for cracks of the main landing gear support fitting, and repair of any cracks.

NPRM AD: Dassault Aviation Airplanes

Proposed 10/03/2012 Docket #: FAA-2012-1037 Comments due 11/19/2012

This proposed AD would revise the maintenance program to incorporate new or revised maintenance requirements and airworthiness limitations.

NPRM AD: Airbus Airplanes

Proposed 10/04/2012 Docket #: FAA-2012-1039 Comments due 11/19/2012

This proposed AD would require a high frequency eddy current inspection for cracking on the left-hand and right-hand sides of the windshield central lower node continuity fittings, and repair if necessary.

NPRM AD: Airbus Airplanes

Proposed 10/04/2012 Docket #: FAA-2012-1038 Comments due 11/19/2012

This proposed AD would supersede an existing AD and require a repetitive eddy current inspection for cracking in the keel beam side panels, and corrective actions if necessary.

NPRM AD: Airbus Airplanes

Proposed 10/04/2012 Docket #: FAA-2012-1036 Comments due 11/19/2012

This proposed AD would supersede an existing AD and require modifying the attachment points of fixed YZ-latches of the cargo loading system lower deck cargo holds on those airplanes on which one or both lower deck cargo holds have not been modified.

NPRM AD: BAE Systems (Operations) Limited Airplanes

Proposed 10/04/2012 Docket #: FAA-2012-1040 Comments due 11/19/2012

This proposed AD would require a detailed inspection of the end caps on the anti-icing piccolo tube for lost or loose end caps, and replacing or repairing the end caps if necessary.

NPRM AD: Turbomeca S.A. Turboshaft Engines

Proposed 10/09/2012 Docket #: FAA-2012-0940 Comments due 12/10/2012

This proposed AD would require replacing the hydro-mechanical metering unit at a reduced life.

NPRM AD: Dassault Aviation Airplanes

Proposed 10/10/2012 Docket #: FAA-2012-1067 Comments due 11/26/2012

This proposed AD would require modification of the wing fuel tanks in the area of the wheel well.

NPRM AD: The Boeing Company Airplanes

Proposed 10/10/2012 Docket #: FAA-2012-1068 Comments due 11/26/2012

This proposed AD would supersede two existing ADs and would require various inspections and repairs to detect and correct cracking and damage in the flap track.

NPRM AD: The Boeing Company Airplanes

Proposed 10/10/2012 Docket #: FAA-2012-1041 Comments due 11/26/2012

This proposed AD would require performing a general visual inspection to determine if a certain angle of attack (AOA) sensor with a paddle type vane is installed, and, for effected sensors, performing an operational test of the stall warning system, and replacing the AOA sensor with a new sensor if necessary.

NPRM AD: The Boeing Company Airplanes

Proposed 10/10/2012 Docket #: FAA-2011-0115 Comments due 11/26/2012

This proposed AD would revise an earlier NPRM AD by reducing the proposed repetitive inspection intervals for fatigue cracking of certain upper and lower skin panels of the fuselage.

NPRM AD: The Boeing Company Airplanes

Proposed 10/11/2012 Docket #: FAA-2012-1069 Comments due 11/26/2012

This proposed AD would supersede an existing AD, require replacement of fuel boost pump electrical wiring.

NPRM AD: Airbus Airplanes

Proposed 10/12/2012 Docket #: FAA-2012-1070 Comments due 11/26/2012

This proposed AD would require modifying the electrical control circuits of the inner, center, and trim tank pumps, as applicable.

NPRM AD: GA200 (Pty) Ltd Airplanes

Proposed 10/15/2012 Docket #: FAA-2012-0946 Comments due 11/29/2012

This proposed AD would require inspection and repair of the wing strut bolt through the main spar.

NPRM AD: Airbus Airplanes

Proposed 10/16/2012 Docket #: FAA-2012-1071 Comments due 11/30/2012

This proposed AD would require repetitive replacement of the side link bolts, center sway link bolts, and thrust link bolts on the forward engine mounts.

NPRM AD: Airbus Airplanes

Proposed 10/16/2012 Docket #: FAA-2012-1076 Comments due 11/30/2012

This proposed AD would require a rototest inspection and modification of the fuselage frame.

NPRM AD: Airbus Airplanes

Proposed 10/16/2012 Docket #: FAA-2012-1074 Comments due 11/30/2012

This proposed AD would require an inspection of certain rods installed in the belly fairing and related investigative and corrective actions, if necessary.

NPRM AD: Bombardier Inc. Airplanes

Proposed 10/16/2012 Docket #: FAA-2012-1075 Comments due 11/30/2012

This proposed AD would require revising the maintenance program by incorporating the revised inspection requirements specified in certain temporary revisions to Appendix B—Airworthiness Limitations, of Part 2 of the Bombardier CL-600-2B19 Maintenance Requirements Manual (MRM).

NPRM AD: Bombardier Inc. Airplanes

Proposed 10/16/2012 Docket #: FAA-2012-1072 Comments due 11/30/2012

This proposed AD would require installing stopper plates on the aft uplock frames in the main landing gear bay adjacent to the right and left main landing gear uplock assemblies.

NPRM AD: Brantly International, Inc. Helicopters

Proposed 10/16/2012 Docket #: FAA-2012-1093 Comments due 12/17/2012

This proposed AD would require, before the first flight of each day, visually inspecting the main rotor blade for a crack, nick, wrinkle, or bend.

NPRM AD: Embraer S.A. Airplanes

Proposed 10/16/2012 Docket #: FAA-2012-1077 Comments due 11/30/2012

This proposed AD would require an inspection of the high rate discharge (HRD) bottle for correct installation and to determine if the pressure switch is in the correct position, and re-installation if necessary. It would also require an inspection of the HRD bottle and LRD bottle discharge heads to determine the part number and replacement if necessary. For certain airplanes it would require, an inspection to determine the part numbers of the HRD and LRD electrical connectors, and relocation if necessary.

NPRM AD: Eurocopter France Helicopters

Proposed 10/16/2012 Docket #: FAA-2012-1087 Comments due 12/17/2012

This proposed AD would require compliance with specific portions of the manufacturer's service bulletin.

NPRM AD: Lockheed Martin Corporation/Lockheed Martin Aeronautics Company Airplanes

Proposed 10/16/2012 Docket #: FAA-2012-1078 Comments due 11/30/2012

This proposed AD would supersede an existing AD, and would reduce certain compliance times for the initial inspection and the repetitive inspection interval for certain airplanes.

NPRM AD: Robinson Helicopter Company Helicopters

Proposed 10/16/2012 Docket #: FAA-2012-1088 Comments due 12/17/2012

This proposed AD would require, within one year or 500 hours time-in-service, whichever occurs first, replacing the inflation valve assembly.

NPRM AD: The Boeing Company Airplanes

Proposed 10/16/2012 Docket #: FAA-2012-1073 Comments due 11/30/2012

This proposed AD would, for certain airplanes, require installing reinforcement straps on the center overhead stowage bins.

NPRM AD: EADS CASA (Type Certificate Previously Held By Construcciones Aeronauticas, S.A.) Airplanes

Proposed 10/18/2012 Docket #: FAA-2012-1102 Comments due 12/03/2012

This proposed AD would require a one-time inspection to identify the correct polarity for each pair of electrical connectors on each engine fire extinguisher cartridge, and repair if necessary.

NPRM AD: The Boeing Company Airplanes

Proposed 10/19/2012 Docket #: FAA-2012-1103 Comments due 12/03/2012

This proposed AD would require replacing the forward bulkhead assembly, TAI spray ring assembly, and attachment fittings of the air intake cowl.

NPRM AD: Bell-Helicopter Textron Canada (Bell) Model Helicopter

Proposed 10/22/2012 Docket #: FAA-2012-1127 Comments due 12/21/2012

This proposed AD would require replacing certain components of the air data system.

NPRM AD: Burkhart GROB Luft-und Raumfahrt GmbH Sailplanes

Proposed 10/22/2012 Docket #: FAA-2012-1124 Comments due 12/06/2012

This proposed AD would require inspections of the elevator control rod in the vertical fin and, depending on findings, replacement with a serviceable part, and a revision of powered sailplane Aircraft Maintenance Manual.

NPRM AD: Pilatus Aircraft Ltd. Airplanes

Proposed 10/22/2012 Docket #: FAA-2012-0732 Comments due 12/06/2012

This proposed AD would revise an earlier NPRM with updated Structural and Component Airworthiness Limitations documents.

NPRM AD: Airbus Airplanes

Proposed 10/23/2012 Docket #: FAA-2012-1105 Comments due 12/07/2012

This proposed AD would require modifications of the center tank fuel pump control circuit by installation of ground fault interrupters (GFI) and replacement of the GFI or deactivation of the associated fuel pump following failure of any post-modification operational test of the GFI.

NPRM AD: Gulfstream Aerospace LP (Type Certificate Previously Held by Israeli Aircraft Industries, Ltd.) Airplanes

Withdrawn 10/23/2012 Docket #: FAA-2012-0495

The FAA withdraws an NPRM for certain Gulfstream Aerospace LP that would have required determining the lengths of the wear indicating pins of all brake assemblies, inspecting for normal brake wear, and replacing brakes with new brakes if necessary.

NPRM AD: Lindstrand Hot Air Balloons Ltd Appliances

Proposed 10/23/2012 Docket #: FAA-2012-1134 Comments due 12/07/2012

This proposed AD would require inspecting the female ACME threaded hose connectors for leaking, and corrective actions if leaking is found.

NPRM AD: Airbus Airplanes

Proposed 10/25/2012 Docket #: FAA-2012-1106 Comments due 12/10/2012

This proposed AD would require revising the airplane flight manual.

NPRM AD: Embraer S.A. Airplanes

Proposed 10/25/2012 Docket #: FAA-2012-1108 Comments due 12/10/2012

This proposed AD would require repetitive re-packing of certain forward door escape slides.

NPRM AD: Intertechnique Aircraft Systems

Proposed 10/25/2012 Docket #: FAA-2012-1107 Comments due 12/10/2012

This proposed AD would require inspecting and replacing defective harnesses with new or modified serviceable units.

NPRM AD: Pratt & Whitney Canada Corp Turboshaft Engines

Proposed 10/25/2012 Docket #: FAA-2012-1005 Comments due 12/24/2012

This proposed AD would require initial and repetitive borescope inspections to verify the presence of a retaining ring securing the power turbine (PT) baffle located near the second state PT disk. If the engine fails the inspection, it would require removing the engine from service before further flight.

NPRM AD: Diamond Aircraft Industries GmbH Airplanes

Proposed 10/29/2012 Docket #: FAA-2012-1148 Comments due 12/13/2012

This proposed AD would require modifications of certain main landing gear leg shock absorbers.

NPRM AD: The Boeing Company Airplanes

Proposed 10/29/2012 Docket #: FAA-2012-1109 Comments due 12/13/2012

This proposed AD would supersede an existing AD and proposes a maximum compliance time limit that overrides the optional threshold formula results.

NPRM AD: The Boeing Company Airplanes

Proposed 10/29/2012 Docket #: FAA-2012-1110 Comments due 12/13/2012

This proposed AD would supersede an existing AD and would reduce the repetitive inspection interval for wiring for the fuel boost pumps and override pumps.

NPRM AD: The Boeing Company Airplanes

Proposed 10/30/2012 Docket #: FAA-208-0615 Comments due 12/14/2012

This proposed AD would revise an earlier NPRM by proposing to require repetitive operational tests of the engine fuel suction feed of the fuel system and corrective actions, if necessary.

Final Documents—September 2012

*This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see **Your Two Cents** in this issue. The date shown is the date of FR publication or other official release.*

Hyperlinks provided in blue text take you to the full document. If this link is broke, go to http://www.regulation.gov**. In the keyword or ID field, type "FAA" followed by the docket number.**

Final Rules, Airworthiness Directives (ADs)

AD: Eurocopter France Helicopters

Issued 9/05/2012 Docket #: FAA-2012-0354 Effective 10/10/2012
This AD requires replacing the main rotor mast nut.

AD: BAE Systems (Operations) Limited Airplanes

Issued 9/06/2012 Docket #: FAA-2012-0489 Effective 10/11/2012
This AD requires inspecting and repositioning an affected fire extinguisher.

AD: Diamond Aircraft Industries GmbH Airplanes

Issued 9/06/2012 Docket #: FAA-2012-0633 Effective 10/11/2012
This AD requires inspecting and repairing the adhesive joint between the center wing spars and the upper center wing skins, reporting the findings to Diamond Aircraft Industries.

AD: Eurocopter France Helicopters

Issued 9/06/2012 Docket #: FAA-2012-0222 Effective 10/11/2012
This AD requires installing protection sleeves over certain forward (pitch) servo-control hydraulic hoses.

AD: M7 Aerospace LLC Airplanes

Issued 9/06/2012 Docket #: FAA-2012-0917 Effective 9/21/2012
Comments due 10/22/2012. This AD requires repetitive inspections of the left and right forward (main) and aft spar wing-to-fuselage attach fittings and replacing any cracked fitting.

AD: Pratt & Whitney Division Turbofan Engines

Issued 9/06/2012 Docket #: FAA-2012-0228 Effective 10/11/2012
This AD requires removal and replacement of the 1st stage high-pressure turbine (HPT) air seal ring.

AD: The Boeing Company Airplanes

Issued 9/06/2012 Docket #: FAA-2012-1065 Effective 10/11/2012
This AD requires modifying the floor panels; removing drains; installing floor supports, floor drain trough doublers, drains troughs, and drains; and sealing and taping the floor panels.

AD: The Boeing Company Airplanes

Issued 9/06/2012 Docket #: FAA-2011-1229 Effective 10/11/2012
This AD requires adding design features to detect electrical faults and to detect a pump running in an empty fuel tank.

AD: Glasflugel Gliders

Issued 9/10/2012 Docket #: FAA-2012-0046 Effective 9/25/2012
Comments due 10/25/2012. This AD revises an existing AD and clarifies that the replacement control rod has an additional drain hole at the rod bottom between the forks and is the acceptable configuration for compliance.

AD: Agusta S.p.A. Helicopters

Issued 9/11/2012 Docket #: FAA-2012-0927 Effective 9/26/2012

Comments due 11/13/2012. This AD requires inspecting the hook for correct assembly of the nut and body.

AD: GA200 (Pty) Ltd Airplanes

Issued 9/11/2012 Docket #: FAA-2012-0946 Effective 9/14/2012
Comments due 10/26/2012. This AD requires inspecting for failure of the strut bolt through the main spar.

AD: The Boeing Company Airplanes

Issued 9/11/2012 Docket #: FAA-2011-1250 Effective 10/16/2012
This AD requires using redefined flight cycle counts, determining the type of material of the horizontal stabilizer, rear spar, and upper and lower chords on the inboard and outboard ends of the rear spar; repetitively inspecting for cracking of the horizontal stabilizer components; and repairing or replacing the chord, or modifying chord segments made from 7079 aluminum as necessary.

AD: Various Restricted Category Helicopters

Issued 9/11/2012 Docket #: FAA-2012-0895 Effective 9/28/2012
Comments due 11/13/2012. This AD requires a visual inspection of the upper and lower grip plates, doublers, and remaining surfaces of the main rotor blade.

AD: European France Helicopters

Issued 9/14/2012 Docket #: FAA-2012-0338 Effective 10/19/2012
This AD requires replacing any rotating star with more than 12,000 hours TIS.

AD: Rolls-Royce Deutschland Ltd & Co KG Turbofan Engines

Issued 9/14/2012 Docket #: FAA-2012-0008 Effective 10/19/2012
This AD requires initial and repetitive fluorescent penetrant inspections of certain part low-pressure compressor booster rotors and rework or replacement of them as terminating action to repetitive inspections.

AD: Rolls-Royce plc Turbofan Engines

Issued 9/14/2012 Docket #: FAA-2012-0848 Effective 10/01/2012
Comments due 10/29/2012. This AD requires removing certain intermediate pressure turbine discs from service.

AD: Airbus Airplanes

Issued 9/17/2012 Docket #: FAA-2011-1167 Effective 10/22/2012
This AD requires modifying the off-wing escape slide enclosures on both sides.

AD: Bell Helicopter Textron Canada Helicopters

Issued 9/17/2012 Docket #: FAA-2012-0337 Effective 10/22/2012
This AD requires the replacement of tailboom-attachment hardware and initial and recurring determinations of the torque on the nuts of at all tailboom-attachment bolts (bolts).

AD: Costruzioni Aeronautiche Tecnam srl Airplanes

Issued 9/17/2012 Docket #: FAA-2011-0816 Effective 10/22/2012
This AD requires the installation of a new landing gear emergency accumulator and a post installation inspection of the landing gear emergency accumulator and retraction/extension system.

AD: PIAGGIO AERO INDUSTRIES S.p.A Airplanes

Issued 9/17/2012 Docket #: FAA-2012-0634 Effective 10/22/2012
This AD requires the installation of a covering cage on the Main Wing Outboard Flap external actuator screwjack.

AD: Piper Aircraft, Inc. Airplanes

Issued 9/17/2012 Docket #: FAA-2011-0639 Effective 10/22/2012
This AD requires the replacement of the stabilator horn assembly and/or repetitive inspections of the stabilator horn assembly for corrosion or cracks.

AD: Pratt & Whitney Canada, Auxiliary Power Units

Issued 9/17/2012 Docket #: FAA-2012-0071 Effective 10/22/2012
This AD requires modifications of the rear gas generator case, exhaust duct support, and turbine exhaust duct flanges.

AD: Pratt & Whitney Division Turbofan Engines

Issued 9/17/2012 Docket #: FAA-2010-0217 Effective 10/22/2012
This AD supersedes an existing AD and requires replacement of the 13th, 14th, and 15th stage high-pressure compressor (HPC) seals with redesigned HPC seals and adds an optional terminating action to the repetitive inspection requirements.

AD: Airbus Airplanes

Issued 9/18/2012 Docket #: FAA-2012-0671 Effective 10/23/2012
This AD supersedes an existing AD and requires removing certain C-duct assemblies of the left-and right-hand thrust reversers from service; it also adds airplanes to the applicability.

AD: Airbus Airplanes

Issued 9/19/2012 Docket #: FAA-2011-0997 Effective 9/19/2012
This AD corrects a previously published AD.

AD: Bombardier, Inc. Airplanes

Issued 9/19/2012 Docket #: FAA-2012-0142 Effective 10/24/2012
This AD requires an inspection for part numbers; repetitive inspections for any cracking of certain hydraulic system accumulators, and replacement, if necessary; and revising the maintenance program to include a life limit for certain hydraulic system accumulators.

AD: Eurocopter France Helicopters

Issued 9/19/2012 Docket #: FAA-2011-1408 Effective 10/24/2012
This AD requires cleaning, inspecting, and lubricating each tangential gearbox and adjusting, as necessary, the fuel shut-off control lever.

AD: Lycoming Engines Reciprocating Engines

Issued 9/19/2012 Docket #: FAA-2006-24785 Effective 10/24/2012
This AD supersedes an existing AD, continues to require replacing certain crankshafts, corrects the start date of affected engine models in Lycoming MSB No. 569, and includes additional engine models.

AD: The Boeing Company Airplanes

Issued 9/19/2012 Docket #: FAA-2012-0645 Effective 10/24/2012
This AD supersedes an existing AD, and adds inspections for discrepancies at the aft pressure bulkhead, and related investigative and corrective actions if necessary.

AD: The Cessna Aircraft Company Airplanes

Issued 9/19/2012 Docket #: FAA-2012-0644 Effective 10/24/2012
This AD requires replacing the auxiliary power unit generator control unit.

AD: Turbomeca S.A. Turboshaft Engines

Issued 9/19/2012 Docket #: FAA-2011-0115 Effective 10/24/2012
This AD supersedes an existing AD and requires adding the Arriel 2S2 and 2C2 engines to the

applicability of engines requiring the TU166 modification with different compliance times.

AD: General Electric Company Turbofan Engines

Issued 9/21/2012 Docket #: FAA-2012-1017 Effective 9/21/2012
This AD requires initial and repetitive ultrasonic inspections of certain fan mid shafts for cracks.

AD: Empresa Brasileira de Aeronautica S.A. (EMBRAER) Airplanes

Issued 9/24/2012 Docket #: FAA-2012-0638 Effective 10/29/2012
This AD requires installing or reworking metallic diverters and aluminum sheets; modifying the light assembly on the tail boom rear movable fairing; and replacing the hood assembly with a new hood assembly and rerouting its electrical harness.

AD: Fokker Services B.V. Airplanes

Issued 9/24/2012 Docket #: FAA-2012-0593 Effective 10/29/2012
This AD requires modifying galley power supply wiring by disconnecting it from the affected plug and reconnecting the power supply wiring through splices.

AD: Rolls-Royce plc Turbofan Engines

Issued 9/24/2012 Docket #: FAA-2010-0821 Effective 10/29/2012
This AD supersedes an existing AD and requires initial and repetitive ultrasonic inspections of certain low-pressure compressor blades.

AD: Eurocopter France Helicopters

Issued 9/25/2012 Docket #: FAA-2012-1018 Effective 10/10/2012
Comments due 11/26/2012. This AD requires visually inspecting the tail rotor hub for a crack within 55 hours time in services (TIS) and, if a crack exists, removing the TRH from service.

Special Conditions (SCs)

SC: Bombardier, Model CL-600-2B16 Airplane (CL-601-3A, CL-601-3R, and CL-604 Variants); Enhanced Flight Vision System

Issued 9/13/2012 Docket #: FAA-2012-0968 Effective 09/6/2012
Comments due 10/29/2012. This SC contains safety standards regarding a novel or unusual design feature associated with an advanced, enhanced flight vision system.

SC: Embraer S.A., Models EMB-135 and EMB-145 Series; Airplane Seats with Non-Traditional, Large, Non-Metallic Panels

Issued 9/18/2012 Docket #: FAA-2012-0984 Effective 09/11/2012
Comments due 11/2/2012. This SC contains safety standards regarding a novel or unusual design feature associated with the airplane seats that have non-traditional, large, non-metallic panels that would affect survivability during a post-crash fire event.

Your Two Cents—September 2012

This is your chance to provide input on rules and policies that will affect you. Agencies must provide the public notice and an opportunity for comment before their rules or policies change. Your input matters. Comments should be received before the indicated due date; however, agencies often consider comments they receive before drafting of the final document begins.

Hyperlinks provided in blue text take you to the full document.

Notice of Proposed Rulemaking, Airworthiness Directive (NPRM AD)

NPRM AD: Bombardier, Inc. Airplanes

Proposed 9/06/2012 Docket #: FAA-2012-0930 Comments due 10/22/2012

This proposed AD would require inspecting for the correct serial number of a certain hydraulic system accumulator, and replacing affected hydraulic system accumulators with new or serviceable accumulators.

NPRM AD: The Boeing Company Airplanes

Proposed 9/06/2012 Docket #: FAA-2012-0863 Comments due 10/22/2012

This proposed AD would require installing a new tail strobe light housing and disconnect bracket, and changing the wire bundles.

NPRM AD: The Boeing Company Airplanes

Proposed 9/06/2012 Docket #: FAA-2012-0864 Comments due 10/22/2012

This proposed AD would add a general visual inspection for the presence of a polytetrafluoroethylene (PTFE) sleeve at the clamp location on the rear spar, and installation of a TFE sleeve if necessary.

NPRM AD: The Boeing Company Airplanes

Proposed 9/06/2012 Docket #: FAA-2012-0931 Comments due 10/22/2012

This proposed AD would require revising the maintenance inspection program to include inspections that will give no less than the required damage tolerance rating for certain structural significant items and repairing cracked structure.

NPRM AD: The Boeing Company Airplanes

Proposed 9/06/2012 Docket #: FAA-2012-0862 Comments due 10/22/2012

This proposed AD would require installing drain tubes, relocating wire bundle routing, installing a new drip shield and drip shield deflectors, and replacing insulation blankets. For certain airplanes, it would concurrently require sealing the drain slot and installing spuds and drain tubes.

NPRM AD: Airbus Airplanes

Proposed 9/07/2012 Docket #: FAA-2012-0111 Comments due 10/22/2012

This proposed AD revises an earlier proposed AD and would add repetitive inspections and expand the applicability.

NPRM AD: Sikorsky Aircraft Corporation (Sikorsky) Model Helicopters

Proposed 9/07/2012 Docket #: FAA-2012-0945 Comments due 11/06/2012

This proposed AD would require inserting the low cycle fatigue (LCF) limit diagrams into the airworthiness limitation section of the maintenance manual or instructions for continued airworthiness.

NPRM AD: The Boeing Company Airplanes

Proposed 9/07/2012 Docket #: FAA-2010-1042 Comments due 10/22/2012

This proposed AD would revise an earlier proposed AD by adding a step to identify and label certain crew oxygen mask stowage box units that have already been inspected and reworked by the supplier, and allowing operators to install new or serviceable crew oxygen mask stowage box units.

NPRM AD: Cessna Aircraft Company Airplanes

Proposed 9/11/2012 Docket #: FAA-2012-0962 Comments due 10/26/2012
This proposed rule would require inspecting the aircraft's hydraulic power pack wiring for incorrect installations, and if needed, correct the installation.

NPRM AD: The Boeing Company Airplanes

Proposed 9/11/2012 Docket #: FAA-2012-0932 Comments due 10/26/2012
This proposed rule would require, for certain airplanes, a detailed inspection of certain areas of the airplane oxygen system to ensure clamshell couplers are installed and fully latched, and corrective actions if necessary. For all airplanes, it would require meeting the requirements of the low-pressure leak test.

NPRM AD: The Boeing Company Airplanes

Proposed 9/11/2012 Docket #: FAA-2011-0909 Comments due 10/26/2012
This proposed rule would revise an earlier NPRM by adding the requirement for rib replacement if cracking is found during certain inspections of this proposed AD.

NPRM AD: Airbus Airplanes

Proposed 9/12/2012 Docket #: FAA-2012-0934 Comments due 10/29/2012
This proposed rule would require replacing certain main landing gear bogie beams before reaching newly reduced life limits.

NPRM AD: The Boeing Company Airplanes

Proposed 9/12/2012 Docket #: FAA-2012-0933 Comments due 10/29/2012
This proposed rule would require inspecting the part number of the attach pins of the horizontal stabilizer rear spar, and replacing certain attach pins with new, improved attach pins.

NPRM AD: Sikorsky Aircraft Corporation Helicopters

Proposed 9/13/2012 Docket #: FAA-2009-1088 Comments due 11/13/2012
This proposed rule would revise an earlier proposed rule and require operating limitations to allow operators to perform Class D external load-combination operations, including human external cargo.

NPRM AD: Turbomeca S.A. Turboshaft Engines

Proposed 9/13/2012 Docket #: FAA-2012-0901 Comments due 11/13/2012
This proposed rule would require performing a high gas generator speed rating vibration check.

NPRM AD: Pratt & Whitney Canada Corp. Turboprop Engines

Proposed 9/14/2012 Docket #: FAA-2012-0416 Comments due 11/13/2012
This proposed rule would supersede an existing AD would require initial and repetitive inspections of certain propeller shafts for cracks and removal from service if found cracked. It would require removal from service of affected propeller shafts as mandatory terminating action to the repetitive inspections.

NPRM AD: The Boeing Company Airplanes

Proposed 9/14/2012 Docket #: FAA-2012-0933 Comments due 11/29/2012
This proposed rule would require inspecting the part number of the attach pins of the horizontal stabilizer rear spar, and replacing certain attach pins with new, improved attach pins.

NPRM AD: Thielert Aircraft Engines GmbH Models TAE 125-01, TAE 125-02-99, and TAE 125-02-114

Reciprocating Engines

Proposed 9/17/2012 Docket #: FAA-2010-0820 Comments due 11/16/2012
This proposed rule would supersede an existing AD and require removing all software mapping versions prior to 292, 301, or 302, applicable to the Thielert Aircraft Engines engine model.

NPRM AD: Piper Aircraft, Inc. Airplanes

Proposed 9/18/2012 Docket #: FAA-2012-0983 Comments due 11/2/2012
This proposed rule would supersede an existing AD and require visual and detailed repetitive inspections, expanding the inspection scope to include the entirety of each airplane exhaust system.

NPRM AD: Stemme GmbH & Co. KG Powered Sailplanes

Proposed 9/18/2012 Docket #: FAA-2012-0982 Comments due 11/2/2012
This proposed rule would require a one-time review of the sailplane's maintenance records to determine whether a serviceable engine hose kit for fuel, oil and cooling system has been installed and, depending on findings, replacement of the affected hoses with serviceable parts.

NPRM AD: The Boeing Company Airplanes

Proposed 9/18/2012 Docket #: FAA-2012-0938 Comments due 11/2/2012
This proposed rule would require repetitive inspections for cracking of the fuselage skin at certain locations at chem-mill areas, and repair if necessary.

NPRM AD: The Boeing Company Airplanes

Proposed 9/18/2012 Docket #: FAA-2012-0937 Comments due 11/2/2012
This proposed rule would require repetitive inspections for cracking of the fuselage skin along chem-mill steps at certain crown skin and shear wrinkle areas, and repair if necessary.

NPRM AD: The Boeing Company Airplanes

Proposed 9/18/2012 Docket #: FAA-2012-0935 Comments due 11/2/2012
This proposed rule would require repetitive inspections for cracking of the fuselage skin along chem-mill steps at certain crown skin and shear wrinkle areas, and repair if necessary.

NPRM AD: The Boeing Company Airplanes

Proposed 9/18/2012 Docket #: FAA-2012-0936 Comments due 11/2/2012
This proposed rule would require repetitive inspections for cracking of the fuselage skin along chem-mill steps at certain crown skin and shear wrinkle areas, and repair if necessary.

NPRM AD: GA 8 Airvan (Pty) Ltd Airplanes

Proposed 9/19/2012 Docket #: FAA-2012-1007 Comments due 11/05/2012
This proposed rule would require modifying the pitot heat wiring connector at the left wingtip.

NPRM AD: Airbus Airplanes

Proposed 9/20/2012 Docket #: FAA-2012-0995 Comments due 11/5/2012
This proposed rule would require inspecting to determine if certain spoiler servo-controls (SSCs) are installed, performing an operational test of any affected SSCs, and replacing if necessary.

NPRM AD: Airbus Airplanes

Proposed 9/20/2012 Docket #: FAA-2012-0939 Comments due 11/5/2012
This proposed rule would require identifying the part and serial numbers of the forward and aft cargo doors and replacing affected cargo doors.

NPRM AD: Gulfstream Aerospace LP (Type Certificate Previously Held by Israel Aircraft Industries, Ltd.) Airplanes

Proposed 9/20/2012 Docket #: FAA-2012-0986 Comments due 11/5/2012
This proposed rule would require revising the performance section of the flight manual to include

procedures to advise the flightcrew of certain runway slope and anti-ice corrections and take-off distance values.

NPRM AD: The Boeing Company Airplanes

Proposed 9/20/2012 Docket #: FAA-2012-0994 Comments due 11/5/2012
This proposed rule would supersede an existing AD and require replacing the left and right elevator tab control mechanisms with elevator tab control mechanisms that have the modified attach lugs, which would terminate the existing requirements.

NPRM AD: The Boeing Company Airplanes

Proposed 9/20/2012 Docket #: FAA-2012-0986 Comments due 11/5/2012
This proposed rule would require installing a new relay and doing certain wiring changes of the entertainment control switch if necessary.

NPRM AD: The Boeing Company Airplanes

Proposed 9/20/2012 Docket #: FAA-2012-0985 Comments due 11/5/2012
This proposed rule would require an inspection for damage of wire bundles and hydraulic tubing on the right side of the forward bulkhead of the MLG wheel well; installation of new clamps; and corrective actions, as applicable.

NPRM AD: Airbus Airplanes

Proposed 9/24/2012 Docket #: FAA-2012-0999 Comments due 11/8/2012
This proposed rule would require repetitive overhaul of the nose landing gear (NLG) retraction actuator.

NPRM AD: Airbus Airplanes

Proposed 9/24/2012 Docket #: FAA-2012-1000 Comments due 11/8/2012
This proposed rule would require reinforcing the door frame shells of passenger doors 2 and 4 on both sides of the fuselage.

NPRM AD: Bell Helicopter Textron, Inc.

Proposed 9/24/2012 Docket #: FAA-2012-1016 Comments due 11/23/2012
This proposed rule would establish a lower life limit on certain outer rings, requiring a revision of the retirement life on the components' history card or equivalent record, and a revision of the maintenance manual or ICA. It would also prohibit installing these outer rings on any helicopter.

NPRM AD: Bombardier, Inc. Airplanes

Proposed 9/24/2012 Docket #: FAA-2012-0997 Comments due 11/8/2012
This proposed rule would supersede an existing AD and would require replacing certain rudder travel limiter return springs, including doing related investigative and corrective actions.

NPRM AD: The Boeing Company Airplanes

Proposed 9/24/2012 Docket #: FAA-2012-0998 Comments due 11/8/2012
This proposed rule would require revising the maintenance program to update inspection requirements to detect fatigue cracking of principal structural elements (PSEs).

NPRM AD: Eurocopter France (Eurocopter) Helicopter

Proposed 9/25/2012 Docket #: FAA-2012-1014 Comments due 11/26/2012
This proposed rule would revise the limitations section of the Rotorcraft Flight Manual to prohibit flight in instrument meteorological conditions or night visual flight rules for each helicopter with a vertical gyro unit GV76-1 installed upon a non-reinforced shelf in the rear cargo compartment. It would also require modifying the GV76-1 vertical gyro unit shelf and testing for correct function of the navigation systems.

NPRM AD: Eurocopter France Helicopter

Proposed 9/25/2012 Docket #: FAA-2012-1015 Comments due 11/26/2012

This proposed rule would require modifying the main landing gear control panel 33G, connector 100G, and wiring. It would also require tests to ensure that these modifications function correctly.

NPRM AD: Airbus Airplanes

Proposed 9/26/2012 Docket #: FAA-2012-1002 Comments due 11/13/2012
This proposed rule would require replacing certain rudders.

NPRM AD: Cessna Aircraft Company Airplanes

Proposed 9/26/2012 Docket #: FAA-2012-1001 Comments due 11/13/2012
This proposed rule would require an inspection to determine the accumulated hours on certain air conditioning drive motor assembly, or as an option to the brush replacement, deactivation of the air conditioner; and return of replaced brush to Cessna.

Notice of Proposed Rulemaking Special Conditions (NPRM SCs)

NPRM SC: Embraer S.A. Model EMB-550 Airplanes, Sudden Engine Stoppage

Proposed 9/25/2012 Docket #: FAA-2012-0260 Comments due 10/26/2012
This action would propose a special condition regarding the airplane's novel or unusual design feature associated with the effects of sudden engine stoppage upon the airframe.

Final Documents—August 2012

*This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see **Your Two Cents** in this issue. The date shown is the date of FR publication or other official release.*

Hyperlinks provided in blue text take you to the full document. If this link is broke, go to http://www.regulation.gov**. In the keyword or ID field, type "FAA" followed by the docket number.**

Final Rules, Airworthiness Directives (ADs)

AD: Airbus Airplanes

Issued 8/07/2012 Docket #: FAA-2012-0185 Effective 9/11/2012

This AD requires repetitive inspections for cracking of the left-hand and right-hand wing main landing gear rib 5 aft bearing forward lugs, and repair if necessary.

AD: Airbus Airplanes

Issued 8/07/2012 Docket #: FAA-2012-0802 Effective 8/22/2012

Comments due 9/21/2012. This AD revises an existing AD mandating changes to the airplane flight manual (AFM). It retains the actions required by the existing AD, and clarifies certain terminology.

AD: Airbus Airplanes

Issued 8/07/2012 Docket #: FAA-2012-0414 Effective 9/11/2012

This AD requires replacing certain slat extension eccentric bolts.

AD: Dassault Aviation Airplanes

Issued 8/07/2012 Docket #: FAA-2012-0269 Effective 9/11/2012

This AD requires modifying the routing of the oxygen pipe and replacement, if necessary.

AD: Glasflugel Gliders

Issued 8/07/2012 Docket #: FAA-2012-0046 Effective 9/11/2012

This AD requires a one-time inspection and replacement of the affected elevator control rod.

AD: The Boeing Company Airplanes

Issued 8/07/2012 Docket #: FAA-2011-1322 Effective 9/11/2012

This AD requires repetitive inspections of the underwing longeron fitting in the wing center section for cracking, and related investigative and corrective actions if necessary.

AD: The Boeing Company Airplanes

Issued 8/07/2012 Docket #: FAA-2010-0480 Effective 9/11/2012

This AD requires installing aluminum reinforcing brackets to the forward and aft drip shield gutters of the main equipment center (MEC); and adding a reinforcing fiberglass overcoat to the top surface of the MEC drip shield, including an inspection for cracking and holes in the MEC drip shield, and corrective actions if necessary. It also provides for an option to install an MEC drip shield drain system.

AD: Airbus Airplanes

Issued 8/08/2012 Docket #: FAA-2012-0264 Effective 9/12/2012

This AD requires modification of the wiring installation to improve the routing and the protection of the harnesses in the zone 675/Rib 6 of the right hand wing.

AD: Bombardier Inc., Airplanes

Issued 8/08/2012 Docket #: FAA-2012-0422 Effective 9/12/2012

This AD requires replacing affected pushrod assemblies manufactured with the incorrect heating treatment.

AD: HPH s.r.o. Sailplanes

Issued 8/08/2012 Docket #: FAA-2012-0598 Effective 9/12/2012

This AD requires a one-time inspection of the elevator control rod in the vertical fin and replacement with an improved control rod if a control rod without a drainage hole is used.

AD: The Boeing Company Airplanes

Issued 8/08/2012 Docket #: FAA-2009-0607 Effective 9/12/2012

This AD supersedes an existing AD and requires adding repetitive open hole high frequency eddy current (HFEC) inspections for cracking in the forward and aft tension tie channels, and repair if necessary. For certain airplanes, it also requires a one-time angle inspection to determine if the angle is installed correctly, and re-installation if necessary; and a one-time open hole HFEC inspection at the fastener locations where the tension tie previously attached to the frame prior to certain modifications, and repair if necessary. It also reduces the initial compliance times for stage two inspections.

AD: Airbus Airplanes

Issued 8/14/2012 Docket #: FAA-2012-0192 Effective 9/18/2012

This AD requires modification of the control circuit for the fuel pumps for the center fuel tanks for certain airplanes, and center and rear fuel tanks for other airplanes.

AD: Airbus Airplanes

Issued 8/14/2012 Docket #: FAA-2012-0038 Effective 9/18/2012

This AD requires an inspection to determine if a certain fuel quantity indication computer (FQIC) is installed, replacement of identified FQICs, and modification of the associated wiring.

AD: BAE Systems (Operations) Limited Airplanes

Issued 8/14/2012 Docket #: FAA-2012-0332 Effective 9/18/2012

This AD requires repetitive detailed inspections for bulging, surface anomalies, and cracking of the fuselage skin adjacent to the discharge valves, repair if necessary, and application of additional sealant in the affected area if necessary.

AD: Bombardier, Inc. Airplanes

Issued 8/14/2012 Docket #: FAA-2011-1417 Effective 9/18/2012

This AD requires installing spring clips and repositioning the lanyard attachment point at the forward end and the forward fire-floor of the lower cowl.

AD: The Boeing Company Airplanes

Issued 8/14/2012 Docket #: FAA-2012-0336 Effective 9/18/2012

This AD requires inspections of the fuselage skin at the chem-mill steps, and repair if necessary.

AD: Airbus Airplanes

Issued 8/17/2012 Docket #: FAA-2012-0291 Effective 9/21/2012

This AD requires inspecting to determine if certain nuts are installed or cracked, and replacing the affected nuts if necessary.

AD: Embraer S.A. Airplanes

Issued 8/17/2012 Docket #: FAA-2012-0807 Effective 9/21/2012

This AD supersedes two existing ADs and requires replacing the air management system controller processor module with one containing new software, and an aircraft flight manual revision.

AD: Eurocopter Deutschland GmbH Helicopters

Issued 8/17/2012 Docket #: FAA-2012-0659 Effective 8/17/2012

Comments due 8/24/2012. This corrects a page reference error in an existing AD.

AD: Sikorsky Aircraft Corporation Helicopters

Issued 8/17/2012 Docket #: FAA-2010-0517 Effective 9/21/2012

This AD requires modifying the electric rotor brake and inserting changes into the “Normal Procedures” and “Emergency Procedures” sections of the Rotorcraft Flight Manual.

AD: The Boeing Company Airplanes

Issued 8/17/2012 Docket #: FAA-2010-0490 Effective 9/21/2012

This AD requires performing a detailed inspection of the mid-spar fittings of the nacelle strut to confirm that the correct part number is installed, and installing the correct part number if necessary; performing repetitive high frequency eddy current inspections of the mid-spar fittings of the nacelle strut for cracks, and repair if necessary; and performing repetitive general visual inspections of the nacelle struts to verify that the nacelle strut has not drooped below its normal position, applying the droop stripe to the nacelle strut and sailboat fairing if necessary, and performing repair if necessary.

AD: Bombardier Inc. Airplanes

Issued 8/21/2012 Docket #: FAA-2012-0328 Effective 9/25/2012

This AD requires modifying the left hand engine upper core-cowl.

AD: Eurocopter France Helicopters

Issued 8/22/2012 Docket #: FAA-2012-0177 Effective 9/26/2012

This AD requires revising the limitations section of the rotorcraft flight manual and converting the VIP 4-seat bench into a 3-seat configuration.

AD: The Boeing Company Airplanes

Issued 8/22/2012 Docket #: FAA-2011-1093 Effective 9/26/2012

This AD requires repetitive detailed inspections for discrepancies of the horizontal stabilizer ballscrew assembly; repetitive lubrication of the horizontal stabilizer trim control system; repetitive measurements for discrepancies of the ballscrew to ballnut freeplay, and corrective actions, if necessary.

AD: BRP-Powertrain GmbH & Co KG Rotax Reciprocating Engines

Issued 8/24/2012 Docket #: FAA-2012-0603 Effective 9/10/2012

Comments due 10/9/2012. This AD requires replacing the pressure side fuel hose on certain fuel pumps and inspecting the carburetors connected to those fuel pumps for contamination within five flight hours after the effective date of this AD.

AD: Pratt & Whitney Division Turbofan Engines

Issued 8/24/2012 Docket #: FAA-2012-0079 Effective 9/28/2012

This AD requires removing certain affected high-pressure turbine stage 1 front hubs from service using a drawdown plan.

AD: Honeywell International Inc. Turbofan Engines

Issued 8/27/2012 Docket #: FAA-2011-0945 Effective 10/01/2012

This AD requires removing and inspecting certain second-stage low-pressure turbine rotor blades.

AD: Honeywell International Inc. Turbofan Engines

Issued 8/28/2012 Docket #: FAA-2011-1045 Effective 10/02/2012

This AD requires replacing affected first-stage low-pressure turbine rotor assemblies.

AD: Goodyear Aviation Tires

Issued 8/29/2012 Docket #: FAA-2012-0881 Effective 9/13/2012

Comments due 10/15/2012. This AD requires replacing all affected tires and prohibits future installation.

AD: The Boeing Company Airplanes

Issued 8/29/2012 Docket #: FAA-2011-1319 Effective 10/03/2012

This AD requires replacing the bleed valve parts and tubing and tubing on the left and right engines, and installing Aero-Engine database software in the airplane information management system hardware.

AD: The Boeing Company Airplanes

Issued 8/29/2012 Docket #: FAA-2011-1326 Effective 10/03/2012

This AD supersedes an existing AD and requires additional inspections for airplanes having repairs or preventative modifications installed and inspections for certain other airplanes. It also adds airplanes to the applicability of the existing AD.

AD: Univair Aircraft Corporation Airplanes

Issued 8/29/2012 Docket #: FAA-2011-0360 Effective 10/03/2012

This AD supersedes an existing AD; adds airplanes to the applicability section; requires inspections of the ailerons, aileron balance assembly, and aileron rigging for looseness or wear; requires repair or replacement of parts as necessary; and requires a report of the inspection results.

Special Conditions (SCs)

SC: Eurocopter France, EC130T2; Use of 30-Minute Power Rating

Issued 8/13/2012 Docket #: FAA-2012-0820 Effective 07/30/2012

Comments due 09/27/2012. This SC contains safety standards regarding a novel or unusual design feature of a 30-minute power rating, generally intended to be used for hovering at increased power for search and rescue missions.

Your Two Cents—August 2012

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Hyperlinks provided in blue text take you to the full document.

Notice of Proposed Rulemaking, Airworthiness Directive (NPRM AD)

NPRM AD: The Boeing Company Airplanes

Proposed 8/01/2012 Docket #: FAA-2012-0727 Comments due 9/17/2012

This proposed AD would require repetitive inspections for cracks in Stringer II, a splice repair, if necessary, and repetitive post-repair inspections and repair as needed.

NPRM AD: The Boeing Company Airplanes

Proposed 8/01/2012 Docket #: FAA-2012-0728 Comments due 9/17/2012

This proposed AD would require repetitive inspections for cracks in Stringer II, a splice repair, if necessary, and repetitive post-repair inspections and repair as needed.

NPRM AD: The Boeing Company Airplanes

Proposed 8/01/2012 Docket #: FAA-2012-0801 Comments due 9/17/2012

This proposed AD would require, repetitive inspections for any discrepancies (such as a gap or a loose spacer) of the aft attach lugs for the elevator tab control mechanism, and replacement if necessary, and for other airplanes, contacting the FAA for inspection or repair instructions and doing the work specified in those instructions.

NPRM AD: Bombardier, Inc. Airplanes

Proposed 8/02/2012 Docket #: FAA-2012-0726 Comments due 9/17/2012

This proposed AD would require inspecting for a part number and replacing the affected parking brake hydraulic accumulator, and relocating the parking brake accumulator.

NPRM AD: Piper Aircraft, Inc. Airplanes

Proposed 8/02/2012 Docket #: FAA-2012-0731 Comments due 9/17/2012

This proposed AD would require inspections of the horizontal stabilizer control system and replacement of parts as necessary.

NPRM AD: The Boeing Company Airplanes

Proposed 8/03/2012 Docket #: FAA-2012-0803 Comments due 9/17/2012

This proposed AD would supersede an existing AD and require, for previously modified airplanes, repetitive inspections for movement of the elevator actuator fittings or fastener heads, and eventual replacement of certain bolts (including related investigative and corrective actions if necessary). For all airplanes, this replacement, with corrected torque values, would terminate the requirements of the AD. The proposal would also remove certain airplanes from the applicability.

NPRM AD: The Boeing Company Airplanes

Proposed 8/03/2012 Docket #: FAA-2012-0804 Comments due 9/17/2012

This proposed AD would supersede an existing AD and require replacing the control switches of the forward, aft, and nose cargo doors of Model 747 airplanes; and, the control switches of cargo doors 1 and 2 of Model 757 airplanes. It would also add airplanes to the applicability and revise initial compliance times.

NPRM AD: The Boeing Company Airplanes

Proposed 8/08/2012 Docket #: FAA-2012-0805 Comments due 9/24/2012

This proposed AD would rescind an existing AD that requires an inspection to determine installation of certain motor operated valve actuators for the fuel tanks, and related investigative and corrective actions if necessary.

NPRM AD: The Boeing Company Airplanes

Proposed 8/08/2012 Docket #: FAA-2011-0158 Comments due 9/24/2012

This proposed AD withdrawals an NPRM that would have superseded an existing AD and required an inspection to determine if certain motor operated valve actuators for the fuel tanks are installed, and related investigative and corrective actions if necessary.

NPRM AD: Hawker Beechcraft Corporation Airplanes

Proposed 8/09/2012 Docket #: FAA-2012-0829 Comments due 9/24/2012

This proposed AD would require replacing the incorrect gauge wiring with the correct wiring required by type design and the aircraft's circuit protection.

NPRM AD: Hawker Beechcraft Corporation Airplanes

Proposed 8/09/2012 Docket #: FAA-2012-0830 Comments due 9/24/2012

This proposed AD would require replacing incorrect gauge wires in certain electrical power wiring bundles, inspecting associated wiring bundles and components for heat damage, and taking all necessary corrective actions.

NPRM AD: The Boeing Company Airplanes

Proposed 8/09/2012 Docket #: FAA-2005-22523 Comments due 9/24/2012

This proposed AD would revise an existing NPRM by requiring replacement of pressure seal assemblies, rather than drilling drain holes; revising a certain compliance time and inspection type; adding certain optional actions; and revising the applicability.

NPRM AD: General Electric Company Turbofan Engines

Proposed 8/13/2012 Docket #: FAA-2012-0817 Comments due 10/12/2012

This proposed AD would supersede an existing AD by requiring the installation of a simplified one-piece bracket to eliminate improper assembly.

NPRM AD: Airbus Airplanes

Proposed 8/14/2012 Docket #: FAA-2012-0808 Comments due 9/28/2012

This proposed AD would require, depending on airplane configuration, modifying three flight control primary computers; modifying two flight control secondary computers; revising the Airplane Flight Manual to include certain information; and checking part numbers, and replacing certain o-ring seals if needed.

NPRM AD: Fokker Services B.V. Airplanes

Proposed 8/14/2012 Docket #: FAA-2012-0143 Comments due 9/28/2012

This proposed AD would revise the maintenance program of an earlier proposed AD to incorporate the limitations, tasks, thresholds, and intervals specified.

NPRM AD: Airbus Airplanes

Proposed 8/16/2012 Docket #: FAA-2012-0807 Comments due 10/01/2012

This proposed AD would require identifying the part number and serial number of each passenger oxygen container, replacing the oxygen generator manifold of the affected oxygen container, and performing an operation check of the manual mask related and corrective actions if necessary.

NPRM AD: Bombardier, Inc. Airplanes

Proposed 8/16/2012 Docket #: FAA-2012-0806 Comments due 10/01/2012

This proposed AD would require inspections for chafing, damage, and loose wiring within an alternating current contractor box and repair if necessary. It would also require reworking and re-identifying of the wiring installation within each box.

NPRM AD: Revo, Incorporated Airplanes

Proposed 8/16/2012 Docket #: FAA-2012-0845 Comments due 10/01/2012

This proposed AD would supersede an existing AD, would retain the required actions, add the Model COLONIAL C-1 airplane to the applicability, and an optional terminating action for the requirements.

NPRM AD: The Boeing Company Airplanes

Proposed 8/16/2012 Docket #: FAA-2012-0809 Comments due 10/01/2012

This proposed AD would supersede an existing AD, and, for certain airplanes, would add a one-time inspection of the washers installed under the attachment bolts of the aft hinge fittings for correct installation sequence, and reinstallation if necessary. It would add an option for installing a redesigned aft hinge fitting, which is included in the existing optional terminating modification.

NPRM AD: The Boeing Company Airplanes

Proposed 8/16/2012 Docket #: FAA-2012-0809 Comments due 10/01/2012

This proposed AD would supersede an existing AD, and for certain airplanes, would add a one-time inspection of the washers installed under the attachment bolts of the aft hinge fittings for correct installation sequence, and reinstallation if necessary. It would add an option for installing. a redesigned aft hinge fitting with the trim already done, instead of trimming an existing or new hinge fitting, which is included in the existing optional terminating modification.

NPRM AD: Cessna Aircraft Company Airplanes

Proposed 8/20/2012 Docket #: FAA-2012-0846 Comments due 10/04/2012

This proposed AD would require inspection of the fuel return line assembly for chafing; replacement the fuel return line assembly if chafing is found; inspection of the clearance between the fuel return line assembly and both the right steering tube assembly and the airplane structure; and adjustment as necessary.

NPRM AD: The Boeing Company Airplanes

Proposed 8/21/2012 Docket #: FAA-2012-0857 Comments due 10/05/2012

This proposed AD would require a detailed inspection for cracking and corrosion of the channel and fillers adjacent to the drain mast bolts, an inspection to determine the location of the bonding strap, a measurement of the washers under the drain mast bolts, and related investigative actions and repair if necessary.

NPRM AD: The Boeing Company Airplanes

Proposed 8/21/2012 Docket #: FAA-2012-0855 Comments due 10/05/2012

This proposed AD would supersede an existing AD by revising the compliance times for the preventive modification; adding certain inspections for cracks in the number 5 cross beam of the forward cargo door; inspections of the number 4 cross beam if cracks are found in the number 5 cross beam, and corrective actions if necessary. It would add a one-time inspection for certain airplanes previously modified or repaired, and a one-time inspection of the reinforcement angle for excessive shimming or fastener pull-up, and corrective actions if necessary.

NPRM AD: The Boeing Company Airplanes

Proposed 8/21/2012 Docket #: FAA-2012-0856 Comments due 10/09/2012

This proposed AD would require replacing seals made of BMS 8-39 urethane foam in certain areas of the airplane.

NPRM AD: Cessna Airplane Company Airplanes

Proposed 8/22/2012 Docket #: FAA-2012-0880 Comments due 10/05/2012

This proposed AD would require inspection of hours on the air condition compressor hour meter, inspection of the logbook, and replacement of the brushes on certain part number compressor motors or deactivation of the air conditioning system until replacement. It also requires reporting information.

NPRM AD: Cessna Aircraft Company

Proposed 8/23/2012 Docket #: FAA-2010-1084 Comments due 10/09/2012

This proposed AD would revise an NPRM by incorporating additional service information that addresses proper rigging procedures and corrective actions following additional inspection procedures.

NPRM AD: Airbus Airplanes

Proposed 8/27/2012 Docket #: FAA-2012-0810 Comments due 10/11/2012

This proposed AD would require replacing the wheel axle of the main landing gear.

NPRM AD: Airbus Airplanes

Proposed 8/27/2012 Docket #: FAA-2012-0858 Comments due 10/11/2012

This proposed AD would supersede an existing AD by requiring repetitive detailed inspections of the forward fitting at fitting at frame 40 without nut removal, and a one-time eddy current or liquid penetrant inspection of the forward fitting at frame 40 with nut removal, and repair if necessary.

NPRM AD: The Boeing Company

Proposed 8/27/2012 Docket #: FAA-2011-0258 Comments due 10/11/2012

This proposed AD would revise an NPRM by adding airplanes to the applicability; adding airplanes to the installation requirement, including, for certain airplanes, replacing the existing P5-16 and P5-10 panels; and, for other airplanes, replacing the basic P5-16 panel.

NPRM AD: The Boeing Company Airplanes

Proposed 8/27/2012 Docket #: FAA-2012-0860 Comments due 10/11/2012

This proposed AD would require inspections to identify the part number of the wire support clamp installed within the left environmental cooling systems bay, related investigative actions, and corrective actions if necessary.

NPRM AD: The Boeing Company Airplanes

Proposed 8/27/2012 Docket #: FAA-2012-0859 Comments due 10/11/2012

This proposed AD would rescind an existing AD that requires inspection to determine if certain motor-operated shutoff valve actuators for the fuel tanks are installed, and related investigative and corrective actions if necessary.

NPRM AD: Bombardier, Inc. Airplanes

Proposed 8/28/2012 Docket #: FAA-2012-0861 Comments due 10/12/2012

This proposed AD would require modification of the wiring and changes to existing airworthiness limitations.

NPRM AD: Agusta S.p.A. Helicopters

Proposed 8/29/2012 Docket #: FAA-2012-0886 Comments due 10/29/2012

This proposed AD would require reworking or replacing the top cable-cuter assembly to increase clearance between the wire strike protection system and the main rotor blades.

NPRM AD: Eurocopter Deutchland GmbH Helicopters

Proposed 8/29/2012 Docket #: FAA-2012-0887 Comments due 10/29/2012

This proposed AD would require compliance with specified portions of the manufacturer's service bulletin in conducting repetitive visual inspections of each weight and lever; provide procedures for installing a weight or lever. It also would propose allowable tolerances for corrosion or thread damage on the threaded portion of a weight or lever and would require that a part with corrosion or mechanical damage in excess of allowable tolerances be replaced.

NPRM AD: Hughes Helicopters, Inc., and McDonnell Douglas Helicopter Systems (Type Certificate Currently Held by MD Helicopters, Inc.) Helicopters

Proposed 8/29/2012 Docket #: FAA-2012-0890 Comments due 10/29/2012

This proposed AD would require measuring the distance from the aft face of the station 209.78 frame ring to the center of riven No. 1 and rivet No. 2 at the four locations where the frame ring attaches to the tail boom longeron. If neither aft rivet at a frame-ring-to-tail boom longeron location is more than 0.50 inches (12.7 millimeters) from the aft face of the station 209.78 frame ring, before further flight, it would require modifying that location by fabricating and installing a doubler over the location in accordance with the previously-described service information.

NPRM AD: The Boeing Company Airplanes

Proposed 8/31/2012 Docket #: FAA-2011-1222 Comments due 10/15/2012

This proposed AD would revise an NPRM by adding airplanes to the applicability and specifying revised service information.

NPRM AD: Thielert Aircraft Engines GmbH Models TAE 125-02-99 and TAE 125-02-114 Reciprocating Engines

Proposed 8/31/2012 Docket #: FAA-2012-0885 Comments due 10/30/2012

This proposed AD would require inspection of the oil filler plug vent hole at the next scheduled maintenance or within 110 flight hours after the effective date of this AD. If chips are found to be blocking the vent hole, additional corrective action is required before next flight.

Notice of Proposed Rulemaking Special Conditions (NPRM SCs)

NPRM SC: Airbus, model A318-112 Airplanes (S/N 3238); Certification of Cooktops

Proposed 8/28/2012 Docket #: FAA-2012-0699 Comments due 10/12/2012

This proposed SC would contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

Final Documents—July 2012

*This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see **Your Two Cents** in this issue. The date shown is the date of FR publication or other official release.*

Hyperlinks provided in blue text take you to the full document. If this link is broke, go to http://www.regulation.gov**. In the keyword or ID field, type "FAA" followed by the docket number.**

Final Rules, Airworthiness Directives (ADs)

AD: Empresa Brasileria de Aeronautica S.A. (EMBRAER) Airplanes

Issued 7/02/2012 Docket #: FAA-2012-0441 Effective 8/06/2012

This AD requires visually inspecting the control surfaces (rudder, elevator, and aileron) for the existence of required drain holes and modifying the control surfaces by drilling drain holes.

AD: Rolls-Royce Deutschland Ltd & Co KG (RRD) Turbofan Engines

Issued 7/02/2012 Docket #: FAA-2008-0224 Effective 8/06/2012

This AD rescinds an earlier AD reducing the life limits of certain high-pressure turbine stage 1 and 2 discs.

AD: Rolls-Royce Plc Turbofan Engines

Issued 7/02/2012 Docket #: FAA-2010-0748 Effective 7/17/2012

This AD supersedes an existing AD and requires an inspection of the intermediate-pressure (IP) shaft rigid coupling splines to detect wear on the abutment faces of the splines.

AD: The Boeing Company Airplanes

Issued 7/02/2012 Docket #: FAA-2012-0673 Effective 7/17/2012

This AD requires a review to determine if certain trailing edge flap carriages are installed. It also requires repetitive inspections for corrosion and flaking or missing thermal coating on suspect carriage spindles and related investigative and corrective actions, if necessary.

AD: Pratt & Whitney Canada Turboprop Engines

Issued 7/05/2012 Docket #: FAA-2012-0416 Effective 7/20/2012

This AD requires initial and repetitive inspections of propeller shafts for cracks and removal from service if cracked.

AD: Airbus Airplanes

Issued 7/10/2012 Docket #: FAA-2012-0040 Effective 8/14/2012

This AD requires a one-time detailed inspection for length of the fire shut-off valve (FSOV) bonding leads and for contact or chafing of the wires, and corrective actions, if necessary.

AD: Rolls-Royce Corporation Turboshaft Engines

Issued 7/10/2012 Docket #: FAA-2011-0991 Effective 8/14/2012

This AD requires a one-time visual inspection and fluorescent penetrant inspection (FPI) on certain 3rd and 4th stage turbine wheels for cracks in the turbine blades.

AD: The Boeing Company Airplanes

Issued 7/10/2012 Docket #: FAA-2011-0961 Effective 8/14/2012

This AD supersedes an existing AD and requires modifying the tension tie structure or tension tie and frame structure at certain stations, and a post-modification inspection, any necessary repairs, and repetitive inspections of the unmodified area.

AD: The Boeing Company Airplanes

Issued 7/12/2012 Docket #: FAA-2012-0104 Effective 8/16/2012

This AD requires replacing the low-pressure oxygen hoses in the flight compartment of certain airplanes with non-conductive low-pressure oxygen hoses.

AD: The Boeing Company Airplanes

Issued 7/12/2012 Docket #: FAA-2010-1115 Effective 8/16/2012

This AD requires repetitive inspections for damage of the electrical connections at terminal “A” of the left and right flight deck window 1, and corrective actions if necessary. It also allows for replacing a flight deck window 1 with an improved window equipped with different electrical connections, which would terminate the repetitive inspections for that window.

AD: Airbus Airplanes

Issued 7/17/2012 Docket #: FAA-2012-0266 Effective 8/21/2012

This AD requires inspecting the off-wing slide release cables on the left- and right-hand sides to determine whether a certain part number is installed, and replacement if necessary.

AD: Gulfstream Aerospace Corporation Airplanes

Issued 7/17/2012 Docket #: FAA-2012-0677 Effective 8/01/2012

This AD requires measuring to determine paint thickness on the flight control surfaces, corrective actions if necessary, and revising the Airplane Flight Manual (AFM).

AD: PZL Swidnik S.A. Helicopters

Issued 7/17/2012 Docket #: FAA-2012-0703 Effective 8/01/2012

This AD requires modifying certain generator air outlet collector attachments.

AD: Sikorsky Aircraft Corporation Helicopters

Issued 7/17/2012 Docket #: FAA-2012-0715 Effective 8/01/2012

Comments due 9/17/2012. This AD requires inspecting the main gearbox (MGB) of Sikorsky Model S-92A helicopters with a roX magnifying glass for a crack. If there is a crack, or if any oil leakage is detected, it requires replacing the MGB with an airworthy MGB. It also provides for a one-time eddy-current inspection (ECI) of the main module assembly of the MGB as an optional terminating action.

AD: The Boeing Company Airplanes

Issued 7/17/2012 Docket #: FAA-2012-0147 Effective 8/21/2012

This AD supersedes an existing AD and requires a dye penetrant inspection for cracking of the rivet holes of the bushing plate and repair or replacement, if necessary; and for certain airplanes, replacing the existing bushing with a new bushing and deactivation pin, and installing a new or serviceable stowage bracket for the deactivation pins.

AD: Bell Helicopter Textron Canada Helicopters

Issued 7/19/2012 Docket #: FAA-2012-0716 Effective 8/03/2012

This AD supersedes an existing AD and expands its scope to include inspections for all servos, and requires that servos meeting inspection requirements be marked with the letter “V” after the part number on the data plate.

AD: Honeywell International, Inc. Global Navigation Satellite Sensor Units

Issued 7/19/2012 Docket #: FAA-2012-0758 Effective 7/19/2012

This AD requires the cessation of all localizer performance (LP), localizer performance with vertical guidance (LPV), and satellite based augmentation system (SBAS) lateral navigation/vertical navigation (LNAV/VNAV) approaches until a software problem is corrected.

AD: Pratt & Whitney Turbofan Engines

Issued 7/19/2012 Docket #: FAA-2010-1095 Effective 8/23/2012

This AD supersedes and existing AD, requires the same actions, and clarifies that 15th stage high-pressure compressor (HPC) disks that have accumulated more than 9,865 cycles since new (CSN) require a borescope inspection (BSI) or ECI of the disk outer rim front rail for cracks prior to accumulating 12,000 CSN.

AD: The Boeing Company Airplanes

Issued 7/20/2012 Docket #: FAA-2011-1412 Effective 7/20/2012

This AD corrects an earlier AD by adding aircraft to the applicability section.

AD: Eurocopter Deutschland GmbH Helicopters

Issued 7/27/2012 Docket #: FAA-2012-0356 Effective 8/31/2012

This AD requires deactivating the entire external-hoist system or deactivating the hoist system cable cutter function on the hoist system operator control handle.

AD: Eurocopter France Helicopters

Issued 7/27/2012 Docket #: FAA-2012-0766 Effective 8/13/2012

Comments due 9/25/2012. This AD requires changing the minimum required crew for instrument flight rules (IFR) operations from one pilot to two.

AD: Gulfstream Aerospace LP (Type Certificate Previously Held by Israel Aircraft Industries, Ltd.) Airplanes

Issued 7/27/2012 Docket #: FAA-2012-0675 Effective 8/13/2012

This AD requires a one-time detailed or BSI of the left- and right-hand inboard vent holes for debris or obstructions, and repair if necessary.

AD: Embraer S.A. Airplanes

Issued 7/30/2012 Docket #: FAA-2011-1251 Effective 9/04/2012

This AD requires performing a one-time general visual inspection to determine if a certain part number is installed on the main landing gear (MLG) retraction actuator. If necessary, is also mandates a general visual inspection for discrepancies between the actuator rod end and shock strut lug of the MLG retraction actuator; and corrective actions if necessary.

AD: Gulfstream Aerospace LP (Type Certificate Previously Held by Israel Aircraft Industries, Ltd.) Airplanes

Issued 7/30/2012 Docket #: FAA-2010-1164 Effective 9/04/2012

This AD requires inspecting for the presence of sponge rubber padding and for proper separation of the fuel lines and electrical harnesses in the wheel well area, and corrective actions if necessary.

AD: Various Aircraft Equipped with Rotax Aircraft Engines 912 A Series Engine

Issued 7/30/2012 Docket #: FAA-2012-0765 Effective 8/14/2012

Comments due 9/13/2012. This AD requires replacement of the pressure side fuel hose on the part number (P/N) 893114 fuel pump and also prohibits the installation of an affected engine unless the pressure side fuel hose has been replaced.

AD: Various Restricted Category Helicopters

Issued 7/30/2012 Docket #: FAA-2010-0488 Effective 9/04/2012

This AD requires inspecting each affected tail rotor blade (blade) forward tip weight retention block (tip block) and the aft tip closure (tip closure) for adhesive bond voids and removing any blade with an excessive void from service. It also requires modifying certain blades by installing shear pins and tip closure rivets.

Special Conditions (SCs)

SC: Boeing, Model 737-800; Large Non-Structural Glass in the Passenger Compartment

Issued 7/09/2012 Docket #: FAA-2012-0499 Effective 6/25/2012

This SC contains additional safety standards regarding novel or unusual design features associated with the installation of large non-structural glass items in the cabin area of an executive interior occupied by passengers and crew.

SC: Tamarack Aerospace Group, Cirrus Model SR22; Active Technology Load Alleviation System

Issued 7/23/2012 Docket #: FAA-2012-0485 Effective 7/13/2012

This SC contains additional safety standards regarding novel or unusual design features associated with the installation of winglets and an Active Technology Load Alleviation system (ATLAS) for Tamarack Cirrus SR22 airplanes.

SC: Agusta S.p.A. Model AW139 and AB139 Helicopter, Installation of a Search and Rescue (SAR) Automatic Flight Control System (AFCS)

Issued 7/27/2012 Docket #: FAA-2012-0785 Effective 7/18/2012

This SC contains additional safety standards regarding a novel or unusual design feature associated with the installation of an optional Search and Rescue (SAR) Automatic Flight Control System (AFCS) for Agusta S.p.A. Model AW139 and AB139 helicopters.

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Notice of Proposed Rulemaking, Airworthiness Directive (NPRM AD)

NPRM AD: Airbus Airplanes

Proposed 7/02/2012 Docket #: FAA-2012-0676 Comments due 8/16/2012

This proposed AD would require installing a cable guide adaptor, an anti-rotation bracket, and a new hose assembly for certain escape slide rafts.

NPRM AD: The Boeing Company Airplanes

Proposed 7/02/2012 Docket #: FAA-2010-1160 Comments due 8/16/2012

This proposed AD revises an earlier proposal to supersede an existing AD, proposes a terminating action for the repetitive inspections to eliminate wire damage, and removes certain airplanes from the applicability of the previous proposal.

NPRM AD: Agusta S.p.A. Helicopters

Proposed 7/03/2012 Docket #: FAA-2012-0695 Comments due 9/04/2012

This proposed AD would supersede an existing AD and require modifying the pilot control box assembly and the co-pilot control box assembly.

NPRM AD: The Boeing Company Airplanes

Proposed 7/09/2012 Docket #: FAA-2008-0620 Comments due 8/23/2012

This proposed AD revises an earlier proposal and would require repetitive operational tests of the engine fuel suction feed of the fuel system and corrective actions if necessary.

NPRM AD: Airbus Airplanes

Proposed 7/11/2012 Docket #: FAA-2012-0719 Comments due 8/27/2012

This proposed AD would require inspecting the ram air turbine (RAT) pump anti-stall valve for correct setting, re-identifying the RAT pump, performing a functional ground test of the RAT, and replacing the RAT pump or the RAT assembly with a serviceable part if necessary.

NPRM AD: Airbus Airplanes

Proposed 7/11/2012 Docket #: FAA-2012-0150 Comments due 8/27/2012

This proposed AD revises an earlier proposal by including an inspection to determine if certain angle of attack (AOA) probes are installed, and replacing the affected probes.

NPRM AD: Bombardier, Inc. Airplanes

Proposed 7/11/2012 Docket #: FAA-2012-0679 Comments due 8/27/2012

This proposed AD would require repetitive inspections to determine that cotter pins are installed at affected wing-to-fuselage attachment joints, and would require their replacement if necessary.

NPRM AD: Pratt & Whitney Division Turbofan Engines

Proposed 7/11/2012 Docket #: FAA-2012-0546 Comments due 9/10/2012

This proposed AD would require removing from service certain P/Ns of 3rd stage low-pressure turbine duct segments.

NPRM AD: Rolls-Royce plc Turbofan Engines

Proposed 7/11/2012 Docket #: FAA-2012-0482 Comments due 9/10/2012

This proposed AD would require removal of certain IP turbine discs and inspection for steel inclusions, mandating removal from service if the discs fail inspection. It would also require removal from service of some IP turbine discs at reduced life limits.

NPRM AD: The Boeing Company Airplanes

Proposed 7/11/2012 Docket #: FAA-2012-0678 Comments due 8/27/2012

This proposed AD would require installing new software, replacing the duct assembly with a new duct assembly, making wiring changes, and routing certain wire bundles.

NPRM AD: The Boeing Company Airplanes

Proposed 7/11/2012 Docket #: FAA-2012-0680 Comments due 8/27/2012

This proposed AD would require replacing certain MLG upper torque link bolts with a new or serviceable part.

NPRM AD: Cessna Aircraft Company Airplanes

Proposed 7/17/2012 Docket #: FAA-2012-0720 Comments due 8/31/2012

This proposed AD would require inspecting certain logic modules to determine if certain cabin altitude/pitot static heater module assemblies are installed and replacing those assemblies with a new assembly. It also requires revising the Non-Normal Procedures Section of the AFM to include procedures for resetting the pitot switch in the event of pitot heater failure and for total loss of airspeed indication.

NPRM AD: The Boeing Company Airplanes

Proposed 7/17/2012 Docket #: FAA-2008-0619 Comments due 8/31/2012

This proposed AD revises an earlier proposal and would require repetitive operational tests of the engine fuel suction feed of the fuel system, and corrective actions if necessary.

NPRM AD: The Boeing Company Airplanes

Proposed 7/17/2012 Docket #: FAA-2011-0032 Comments due 8/31/2012

This proposed AD revises an earlier proposal by changing the keyway position of certain receptacle connectors and adding airplanes to the applicability.

NPRM AD: PILATUS Aircraft Ltd.

Proposed 7/18/2012 Docket #: FAA-2012-0732 Comments due 9/04/2012

This proposed AD would require implementing more restrictive maintenance instructions and/or airworthiness limitations.

NPRM AD: Bombardier, Inc. Airplanes

Proposed 7/19/2012 Docket #: FAA-2012-0721 Comments due 9/04/2012

This proposed AD would require replacing the existing cargo compartment liners with liners that comply with flammability requirements.

NPRM AD: MD Helicopters, Inc. (MDHI) Helicopters

Proposed 7/19/2012 Docket #: FAA-2012-0746 Comments due 9/17/2012

This proposed AD would require determining the cure date for each NOTAR fan blade tension-torsion strap (T-T strap), establishing a calendar-time retirement life for certain T-T straps, reducing the retirement life of certain T-T straps, marking each T-T strap with the expiration date, creating a component record card for each T-T strap, and revising the airworthiness limitations section of the maintenance manual to reflect the changes to the retirement life.

NPRM AD: Piaggio Aero Industries S.p.A.

Proposed 7/19/2012 Docket #: FAA-2012-0755 Comments due 9/04/2012

This proposed AD would rescind an existing AD that was issued to prevent the brake hydraulic fluid from leaking.

NPRM AD: Piper Aircraft, Inc. Airplanes

Proposed 7/19/2012 Docket #: FAA-2012-0756 Comments due 9/04/2012

This proposed AD would require removing all magneto switches that are now or were at any time located on the left cabin panel, adjacent to the front seat, to the instrument panel.

NPRM AD: Bombardier, Inc. Airplanes

Proposed 7/24/2012 Docket #: FAA-2012-0722 Comments due 9/07/2012

This proposed AD would require inspecting the alternating current (AC) generator to determine the part number, and replacing the AC generator if necessary.

NPRM AD: The Boeing Company Airplanes

Proposed 7/24/2012 Docket #: FAA-2011-0652 Comments due 9/07/2012

This proposed AD revises an earlier proposal and would require the addition of repetitive post-repair inspections for cracking on the aft side of the left and right wing rear spar lower caps, and corrective action if necessary.

NPRM AD: Bombardier, Inc. Airplanes

Proposed 7/25/2012 Docket #: FAA-2012-0724 Comments due 9/10/2012

This proposed AD would supersede an existing AD and would require an operational check of the alternate extension system of the MLG, and repair if necessary.

NPRM AD: The Boeing Company Airplanes

Proposed 7/25/2012 Docket #: FAA-2012-0723 Comments due 9/10/2012

This proposed AD would require repetitive detailed and high frequency ECI for cracking of the skin around the eight fasteners common to the ends of the skin at body station (STA) 540 bulkhead chords between stringers S-22 and S-23, left and right sides; and corrective actions and preventive modification if necessary.

NPRM AD: Turbomeca S.A. Turboshaft Engines

Proposed 7/25/2012 Docket #: FAA-2012-0520 Comments due 9/24/2012

This proposed AD would supersede an existing AD and would require determining the engine history, a one-time visual inspection of the axial compressor for erosion, initial and repetitive cleaning of the gas generator hollow shaft, and replacement of the rear bearing if the amount of dust collected during cleaning exceeds eight grams. It would also include an optional terminating action.

NPRM AD: Turbomeca S.A. Turboshaft Engines

Proposed 7/25/2012 Docket #: FAA-2012-0681 Comments due 9/24/2012

This proposed AD would supersede an existing AD and would require a one-time inspection and torque check of the three-way union plug, replacement of the plug before further flight if it is found to be non-compliant, and would prohibit installation of fuel control units (FCUs) that have not passed the three-way union plug inspection and torque check.

NPRM AD: Eurocopter Deutschland GmbH Helicopters

Proposed 7/26/2012 Docket #: FAA-2012-0773 Comments due 9/24/2012

This proposed AD would require inspecting the long tail rotor drive shaft assembly for blind rivets, and replacing the shaft assembly of the long tail rotor if necessary.

NPRM AD: Eurocopter France Helicopters

Proposed 7/26/2012 Docket #: FAA-2012-0772 Comments due 9/24/2012

This proposed AD would require, depending on the modification status of the helicopter, complying with certain portions of ASB 53A008.

NPRM AD: Eurocopter France Helicopters

Proposed 7/26/2012 Docket #: FAA-2012-0774 Comments due 9/24/2012

This proposed AD would require replacing each affected emergency flotation gear container assembly at specific time limits based on the date of manufacture.

NPRM AD: Alpha Aviation Concept Limited Airplanes

Proposed 7/30/2012 Docket #: FAA-2012-0798 Comments due 9/13/2012

This proposed AD would require inspecting air filter P/N 57.34.00.010 to determine if it has been fitted with a perforated metal liner and replacement of the air filter if it is found to not contain the perforated metal liner.

NPRM AD: Eurocopter France Helicopters

Proposed 7/30/2012 Docket #: FAA-2012-0795 Comments due 9/28/2012

This proposed AD would require a one-time inspection of the main rotor head swash-plate upper bearing for a non-smooth point (friction point).

NPRM AD: Eurocopter France Helicopters

Proposed 7/30/2012 Docket #: FAA-2012-0794 Comments due 9/28/2012

This proposed AD would require revising the Limitations section of the Rotorcraft flight Manual to reduce the starter generator operating current to 180 amperes and installing a placard in the instrument panel indicating the revised limitation.

NPRM AD: Bombardier, Inc.

Proposed 7/31/2012 Docket #: FAA-2012-0725 Comments due 9/14/2012

This proposed AD would require revising the maintenance program.

Notice of Proposed Rulemaking

NPRM: Combined Drug and Alcohol Testing Programs

Proposed 7/02/2012 Docket #: FAA-2012-0688 Comments due 8/31/2012

This proposal would allow air carrier operators and commuter or on-demand operators that also conduct commercial air tour operations to combine the drug and alcohol testing required for each operation into one testing program. It would also clarify drug and alcohol testing regulation and existing instructions within the rule, correct an inadvertent typographical error, clarify an existing requirement by rearranging its numerical order, and remove language that describes a practice that has been discontinued.

Notice of Proposed Rulemaking, Advisory Circulars (NPRM AC)

NPRM AC: 43-209A, Recommended Inspection Procedures for Former Military Aircraft

Proposed 7/11/2012 Docket #: 43-209A Comments due 8/09/2012

This proposed AC would provide recommendations for the development of inspection program requirements for the certification of former military aircraft in the experimental category for the purpose(s) of exhibition and air racing that operate in the United States in accordance with Title 14 of the CFR.

NPRM AC: 45-XX, Identification, Marking, and Placarding of Aircraft Issued Special Airworthiness Certifcates for S-LSA and E-LSA

Proposed 7/19/2012 Docket #: 45-XX Comments due 8/13/2012

This proposed AC would provide information in a question and answer format that discusses aircraft identification, marking, and placarding of special light-sport aircraft (S-LSA) and experimental light-sport aircraft (E-LSA). It is directed to manufacturers, operators, and maintainers of LSA.

NPRM AC: Guidelines for Design Approval of Aircraft Data Link Communication Systems Supporting Air Traffic Services (ATS)

Proposed 7/19/2012 Docket #: 20-140B Comments due 8/20/2012

This proposed AC would provide airworthiness requirements for aircraft with an installed data link system intended to support air traffic services. It identifies specific configurations of aircraft data link systems for applicants seeking approval for type certificates and supplemental type certificates in order to facilitate operational approvals.

Notice of Proposed Rulemaking Special Conditions (NPRM SCs)

NPRM SC: General Electric CT7-2E1 Turboshaft Engine

Proposed 7/20/2012 Docket #: FAA-2012-0745 Comments due 9/18/2012

This proposed SC announces special conditions for the General Electric CT7-2E1 engine model that will have a novel or unusual design feature which is a combination of two existing ratings into a new rating called “flat 30-second and 2-minute OEI” rating.”

Final Documents—June 2012

This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see ***Your Two Cents*** *in this issue. The date shown is the date of FR publication or other official release.*

Hyperlinks provided in blue text take you to the full document. If this link is broke, go to http://www.regulation.gov**. In the keyword or ID field, type "FAA" followed by the docket number.**

Final Rules, Airworthiness Directives (ADs)

AD: Bombardier Inc. Airplanes

Issued 06/04/2012 Docket #: FAA-2012-0109 Effective 7/09/2012

This AD supersedes an existing AD, requires extending the inspection area of the rear spar lower cap from wing station (WS) 51.00 to WS 49.50 and modifying the ultrasonic inspection calibration procedure.

AD: Burkhard GROB Luft-un Raumfahrt GmbH Powered Sailplanes

Issued 06/04/2012 Docket #: FAA-2012-0324 Effective 7/09/2012

This AD requires repetitive inspections and, depending on findings, replacement of the nose plate.

AD: Eurocopter Deutschland GMBH Helicopters

Issued 06/04/2012 Docket #: FAA-2012-0101 Effective 7/09/2012

This AD requires installing a placard that corresponds to the maximum permissible flight altitude, amending the Rotorcraft Flight Manual (RFM) to revise the maximum permissible operating altitude, and inserting revised performance charts into the RFM. It also requires a repetitive maintenance to determine the appropriate maximum altitudes, and if the engine or a Fuel Control Unit (FCU) or model 2 or 3 is replaced, repeating the maintenance. The AD also specifies that modifying both engines would provide terminating action for the AD requirements.

AD: The Boeing Company Airplanes

Issued 06/04/2012 Docket #: FAA-2011-1320 Effective 7/09/2012

This AD requires a detailed inspection of the fuse pin cross bolts and fuse pins of the left and right main landing gear (MLG) forward trunnion lower housing to verify that the cross bolts are correctly installed and replacement of the fuse pins if necessary.

AD: WACO Classic Aircraft Corporation Airplanes

Issued 06/04/2012 Docket #: FAA-2012-0578 Effective 6/20/2012

Comments due 7/20/2012. This AD requires inspection of the front and rear horizontal stabilizer spar assemblies with replacement of parts.

AD: Alpha Aviation Concept Limited (Type Certificate Previously Held by Alpha Aviation Design Limited) Airplanes

Issued 06/07/2012 Docket #: FAA-2012-0279 Effective 7/12/2012

This AD requires the replacement of oil lines and oil pressure transducer hoses.

AD: The Boeing Company Airplanes

Issued 06/07/2012 Docket #: FAA-2012-0719 Effective 7/12/2012

This AD supersedes an existing AD, adds an airplane to the applicability, and removes certain other airplanes.

AD: Hartzell Engine Technologies Turbochargers

Issued 06/11/2012 Docket #: FAA-2012-0565 Effective 6/26/2012

This emergency AD requires removing certain turbochargers from service before further flight.

AD: Agusta S.p.A. Helicopters

Issued 6/18/2012 Docket #: FAA-2012-0600 Effective 7/03/2012

This AD requires inspecting the connection between control rod C2 and torque tube C3 for the proper installation of the bolt, washers, self locking nut, and cotter pin and mandates corrective actions as necessary.

AD: Airbus Airplanes

Issued 6/18/2012 Docket #: FAA-2011-1170 Effective 7/23/2012

This AD supersedes an existing AD and requires replacing the cockpit multi-tank indicators (MTI). For certain airplanes it requires replacing high-level, low-level, and overflow sensors and their harness connectors, and re-instating the low-level warning indication to the cockpit MTI. This AD also adds Model A310 series airplanes to the applicability.

AD: BAE Systems (Operations) Limited Airplanes

Issued 6/18/2012 Docket #: FAA-2012-0188 Effective 7/23/2012

This AD requires a one-time detailed inspection for cracks, corrosion, and other defects of the rear face of the wing rear spar, and repair if necessary.

AD: Bombardier, Inc. Airplanes

Issued 6/18/2012 Docket #: FAA-2012-0293 Effective 7/23/2012

This AD requires installing new sensing elements in the MLG wheel well and overwing area, protective blankets on the upper surface of the wing box and fuel tubes, and protective shields on the rudder quadrant support-beam in the aft equipment compartment.

AD: Enstrom Helicopter Corporation Helicopters

Issued 6/18/2012 Docket #: FAA-2012-0562 Effective 7/03/2012

This AD supersedes an existing AD, requires the addition of a certain trim relay, and adopts revised modification instructions for the models contained in Service Directive Bulletin (SDB) 0110.

AD: SOCATA Airplanes

Issued 6/18/2012 Docket #: FAA-2012-0250 Effective 7/23/2012

This AD requires repetitive checks of potentially affected nose landing gears (NLGs) and replacement of the bolt attaching the actuator hinge axle with a serviceable bolt. It also prohibits installation on any airplane of a potentially affected NLG, unless the bolt attaching the actuator hinge axle has been replaced with a serviceable bolt and the NLG has been marked with a green varnish line.

AD: The Boeing Company Airplanes

Issued 6/18/2012 Docket #: FAA-2011-1415 Effective 7/23/2012

This AD requires repetitive inspections for cracking of the aft face of the left and right rib hinge bearing lugs of the center section of the horizontal stabilizer; and crack measurement, repairs, post-repair repetitive inspections, and installation of a new center section rib if necessary.

AD: The Boeing Company Airplanes

Issued 6/18/2012 Docket #: FAA-2011-1254 Effective 7/23/2012

This AD supersedes an existing AD for certain Boeing Company Model 737-300, -400, and -500 series airplanes and adds inspections for cracking in additional fuselage skin locations, and repair if necessary. It also reduces the inspection thresholds and repetitive intervals for certain airplanes.

AD: The Boeing Company Airplanes

Issued 6/18/2012 Docket #: FAA-2011-1255 Effective 7/23/2012

This AD supersedes two existing ADS for certain Model 737 airplanes and requires mandates inspection for cracking under the stop fittings on additional airplanes; extends the repetitive interval for certain airplanes; adds a one-time inspection to detect missing fasteners; and updates or adds certain inspection and repair instructions. It also requires, for certain airplanes, repetitive inspections of the cargo barrier net fitting for cracking and mandates repair if necessary. It also adds, for certain airplanes, repetitive inspections for cracking of the stringer S-15L aft intercostal, and repair if necessary.

AD: Bell Helicopter Textron Canada, Limited, Helicopters

Issued 6/19/2012 Docket #: FAA-2012-087 Effective 7/24/2012

This AD requires determining the date of STC installation, determining if the aircraft has an unfiltered turbine outlet temperature (TOT) internal over-temperature warning light, and based on those findings, installing an NVIS filter.

AD: Turbomeca S.A. Turboshaft Engines

Issued 6/21/2012 Docket #: FAA-2012-0057 Effective 7/26/2012

This AD requires replacement of certain affected digital engine control units (DECUs) for Turbomeca S.A. Arriel 2C1, 2C2, and 2S2 turboshaft engines.

AD: Aeronautical Accessories, Inc., High Landing Gear Aft Crosstube Assembly

Issued 6/25/2012 Docket #: FAA-2012-0083 Effective 7/30/2012

This AD requires certain recurring visual, dimensional, and fluorescent penetrant inspections of each aft crosstube, and replacing any cracked crosstube for High Landing Gear Aft Crosstube Assembly installed on certain helicopters as an approved Bell part installed during production or based on a Supplemental Type Certificate. It also requires establishing a life limit and creating a component history card or equivalent record for one of the affected part-numbered aft crosstubes.

AD: Agusta S.p.A. Helicopters

Issued 6/25/2012 Docket #: FAA-2012-0013 Effective 7/30/2012

This AD requires replacing each No. 1 and No. 2 generator control unit (GCU), with an airworthy GCU for certain Agusta S.p.A. Model AB139 and AW139 helicopters.

AD: Airbus Airplanes

Issued 6/25/2012 Docket #: FAA-2012-0152 Effective 7/30/2012

This AD requires a detailed inspection of the outer skin rivets at the frame fork ends of the forward and aft cargo door for sheared, loose, and missing rivets; repairing the outer skin rivets, if necessary; and performing repetitive inspections for certain Airbus Model A330 and A340-200.

AD: BAE Systems (Operations) Limited Airplanes

Issued 6/25/2012 Docket #: FAA-2012-0189 Effective 7/30/2012

This AD requires a repetitive high frequency eddy current inspection of the stiffeners on the left-hand sidewall on the NLG bay of certain airplanes for cracks, and repairing or replacing the sidewall if necessary.

AD: BAE Systems (Operations) Limited Airplanes

Issued 6/25/2012 Docket #: FAA-2012-0106 Effective 7/30/2012

This AD requires a general visual inspection of certain baggage bay fire bottles for correct connection and for the length of the wiring loom, modification of the wiring loom to certain squib connectors, and corrective actions if necessary.

AD: Bombardier, Inc. Airplanes

Issued 6/25/2012 Docket #: FAA-2012-0298 Effective 7/30/2012

This AD requires an external inspection, and if necessary an internal inspection, to determine if certain fuel access panels for certain Bombardier, Inc. Model DHC-8-400 series airplanes are installed, and replacement if necessary. Optional repetitive inspections for cracking of the fuel access panels, and replacement if necessary, would defer the internal inspection and eventual replacement of affected fuel access panels with new panels.

AD: Bombardier, Inc. Airplanes

Issued 6/25/2012 Docket #: FAA-2012-1089 Effective 7/30/2012

This AD requires an inspection to determine if a certain oxygen cylinder and regulator assembly (CRA) is installed on certain airplanes and replacing deformed oxygen CRAs.

AD: Dassault Aviation Airplanes

Issued 6/25/2012 Docket #: FAA-2012-0265 Effective 7/30/2012

This AD supersedes an existing AD and requires a test of the power distribution control units (PDCU) cards and GCU cards for certain airplanes to detect faulty components, and if any faulty components are found, replacing any affected PDCU or GCU card.

AD: Eurocopter Deutschland GmbH Helicopters

Issued 6/25/2012 Docket #: FAA-2012-0659 Effective 7/10/2012

This AD supersedes an existing AD and requires implementing a procedure to modify the two “After Junction Boxes” for all Eurocopter Deutschland GmbH (ECD) Model MBB-BK 117 C-2 helicopters by removing a diode from the generator relays in the left-hand and right-hand After Junction Boxes.

AD: Eurocopter Deutschland GmbH Helicopters

Issued 6/25/2012 Docket #: FAA-2012-0566 Effective 7/10/2012

This AD supersedes an existing Emergency AD and requires a visual check of the ring frame which connects the tail rotor Fenestron housing to the tailboom for a crack

AD: Fokker Services B.V. Airplanes

Issued 6/25/2012 Docket #: FAA-2012-0300 Effective 7/30/2012

This AD requires applying sealant below the fuel quantity indication system (FQIS) probes in the wing tanks of all B.V. Model F.28 Mark 0070 and 0100 airplanes; and for certain airplanes, applying sealant below the FQIS probes in the integral center wing tank. It also requires revising the aircraft maintenance program by revising the fuel airworthiness limitations and incorporating critical design configuration control limitations (CDCCLs).

AD: Fokker Services B.V. Airplanes

Issued 6/25/2012 Docket #: FAA-2012-0039 Effective 7/30/2012

This AD requires repetitive low frequency eddy current inspections of the forward fuselage butt-joints of certain Fokker airplanes for cracks, and if necessary, a temporary repair followed by a permanent repair.

AD: The Boeing Company Airplanes

Issued 6/25/2012 Docket #: FAA-2012-0035 Effective 7/30/2012

This AD requires repetitive inspections for cracking, corrosion damage, and any other irregularity of the lower main sill inner chord and surrounding structure of the hatch opening of the overwing emergency exit, and repair if necessary, for certain Boeing Model 767-200 and -300 series airplanes.

AD: The Boeing Company Airplanes

Issued 6/25/2012 Docket #: FAA-2011-1412 Effective 7/30/2012

This AD requires inspection for the part number of the retract actuator fuse pin of the main landing gear, and replacement of the pin if necessary for certain Boeing Model 777-200 and -300 series airplanes

AD: The Boeing Company Airplanes

Issued 6/25/2012 Docket #: FAA-2011-1257 Effective 7/30/2012

This AD requires installing new structural embers, tie rod(s), and attach fittings on the left and right sides of the lowered ceiling support structure of Section 41 for certain Boeing Model 777-200, -200LR, and -300ER series airplanes that incorporate the overhead space utilization (OSU) option.

AD: Various Transport Category Airplanes

Issued 6/26/2012 Docket #: FAA-2012-0102 Effective 8/10/2012

This AD supersedes an existing AD for certain transport category airplanes and requires installing a supplemental oxygen system in affected lavatories.

AD: Bombardier, Inc. Airplanes

Issued 6/28/2012 Docket #: FAA-2012-0034 Effective 8/02/2012

This AD requires replacing and changing the routing of the flexible oxygen hose of the third crew person oxygen line and modifying the entrance compartment assembly for certain Bombardier Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes.

AD: Saab AB, Saab Aerosystems Airplanes

Issued 6/28/2012 Docket #: FAA-2012-0330 Effective 8/02/2012

This AD requires identifying pushrod assembly P/Ns installed on all Saab AB Model 340A and 340B airplanes, replacement of certain pushrod assemblies and inspection of certain elevator pushrod assemblies, and corrective actions.

Special Conditions (SCs)

SC: Gulfstream Aerospace LP (GALP), Model Gulfstream G280 Airplane; Isolation or Aircraft Electronic System Security Protection from Unauthorized Internal Access

Effective 6/07/2012 Docket #: FAA-2012-0624 Comments due 8/13/2012

This SC is issued for Gulfstream Aerospace LP, Model Gulfstream G280 airplanes that have novel or unusual design features associated with the connectivity of the passenger service computer systems to the airplane critical systems and data networks.

Your Two Cents—June 2012

This is your chance to provide input on rules and policies that will affect you. Agencies must provide the public notice and an opportunity for comment before their rules or policies change. Your input matters. Comments should be received before the indicated due date; however, agencies often consider comments they receive before drafting of the final document begins.

Hyperlinks provided in blue text take you to the full document.

Notice of Proposed Rulemaking, Airworthiness Directive (NPRM AD)

NPRM AD: Bombardier Inc. Airplanes

Proposed 06/01/2012 Docket #: FAA-2012-0496 Comments due 7/16/2012

This proposed AD would supersede an existing AD and would require revising the maintenance program to incorporate an improved non-destructive inspection procedure; and would add airplanes to the applicability.

NPRM AD: The Boeing Company Airplanes

Proposed 06/01/2012 Docket #: FAA-2010-0547 Comments due 7/16/2012

This proposed AD would revise an earlier proposed AD by adding inspection results reporting.

NPRM AD: Turbomeca S.A. Turboshaft Engines

Proposed 06/01/2012 Docket #: FAA-2011-0115 Comments due 7/31/2012

This proposed AD would supersede an existing AD and would add the Arriel 2S2 engine to the applicability of engines requiring the TU166 modification with a different compliance time.

NPRM AD: The Boeing Company Airplanes

Proposed 06/04/2012 Docket #: FAA-2012-0491 Comments due 7/19/2012

This proposed AD would require repetitive inspections for cracks and a chemical spot test in the area of station (STA) 907, and related investigative and corrective actions, if necessary.

NPRM AD: Bombardier, Inc. Airplanes

Proposed 06/05/2012 Docket #: FAA-2012-0588 Comments due 7/20/2012

This proposed AD would require inspecting the wire harness along the leading edge for chafing damage, and repair if necessary; and relocating and installing new anchor nuts.

NPRM AD: HPH s.r.o. Sailplanes

Proposed 06/05/2012 Docket #: FAA-2012-0598 Comments due 7/20/2012

This proposed AD would require a one-time inspection of the elevator control rod in the vertical fin and replacement with an improved control rod if a control rod without drainage hole is used.

NPRM AD: The Boeing Company Airplanes

Proposed 06/05/2012 Docket #: FAA-2012-0187 Comments due 8/06/2012

This announces the reopening of the comment period for an AD requiring modifying the fuel quantity indication system wiring or fuel tank systems to prevent development of an ignition source inside the center fuel tank on certain Boeing 757 airplanes.

NPRM AD: Embraer S.A. Airplanes

Proposed 06/06/2012 Docket #: FAA-2012-0590 Comments due 7/23/2012

This proposed AD would supersede an existing AD and would require revising the maintenance program to incorporate modifications in the Airworthiness Limitation Section (ALS) of the Embraer S.A. ERJ 190 Maintenance Review Board Report to include new inspection tasks and their respective thresholds and intervals.

NPRM AD: Fokker Services B.V. Airplanes

Proposed 06/06/2012 Docket #: FAA-2012-0589 Comments due 7/23/2012

This proposed AD would supersede two existing ADs and would require installing a fuel-balance transfer-valve locking device.

NPRM AD: Airbus Airplanes

Proposed 06/11/2012 Docket #: FAA-2011-1167 Comments due 7/26/2012

This proposed AD would revise an earlier proposed AD by adding an airplane model to the applicability.

NPRM AD: Schwizer Aircraft Corporation

Proposed 06/11/2012 Docket #: FAA-2012-0602 Comments due 8/10/2012

This proposed AD would require inspecting the aft fuselage assembly in the area around the attachment point of the horizontal stabilizer, including the paint, for a crack. It would also require inspecting the tailboom interior support structure, and if necessary, installing an inspection panel kit in the aft fuselage assembly, and installing doublers in the stabilizer support brackets.

NPRM AD: Bombardier, Inc. Airplanes

Proposed 06/12/2012 Docket #: FAA-2012-0592 Comments due 7/27/2012

This proposed AD would supersede an existing AD and require repetitive detailed inspections for corrosion and damage of the MLG side-brace fitting and replacing the side-brace fitting shaft with the re-designed side-brace fitting shaft of the MLG if necessary.

NPRM AD: Bombardier, Inc. Airplanes

Proposed 06/12/2012 Docket #: FAA-2012-0594 Comments due 7/27/2012

This proposed AD would require inspecting to determine if certain rudder feel trim units (RFTUs) are installed, an operational check for signs of seizure of affected parts, repetitive lubrication for certain RFTUs, and replacing the RFTU with a new RFTU if necessary.

NPRM AD: Fokker Services B.V. Airplanes

Proposed 06/12/2012 Docket #: FAA-2012-0593 Comments due 7/27/2012

This proposed AD would require modifying galley power supply wiring by disconnecting it from the affected plug/receptacle and reconnecting the power supply wiring through splices.

NPRM AD: The Boeing Company

Proposed 06/12/2012 Docket #: FAA-2012-0498 Comments due 7/27/2012

This proposed AD would require a measure of the web at STA 320 and, depending on findings, various inspections for cracks and missing fasteners, web and fastener replacement, and related investigative and corrective actions.

NPRM AD: The Boeing Company Airplanes

Proposed 06/12/2012 Docket #: FAA-2012-0591 Comments due 7/27/2012

This proposed AD would supersede an existing AD and would require replacing the drain tube assembly of the left and right engine strut aft fairing with a new one which includes an integral support clamp made of nickel alloy 625. It would also add airplanes to the applicability.

NPRM AD: Bell Helicopter Textron, Inc. Helicopters

Proposed 06/13/2012 Docket #: FAA-2012-0601 Comments due 8/13/2012

This proposed AD would require replacing the power cable assemblies and their associated parts, and would mandate continuity readings

NPRM AD: Costruzioni Aeronautiche Tecnam srl Airplanes

Proposed 06/13/2012 Docket #: FAA-2011-0816 Comments due 7/30/2012

This proposed AD revises an earlier NPRM and would require the installation of a new leading gear (LG) emergency accumulator and, after installation, inspection of the LG retraction/extension system.

NPRM AD: Diamond Aircraft Industries GmbH Airplanes

Proposed 06/15/2012 Docket #: FAA-2012-0633 Comments due 07/30/2012

This proposed AD would require inspecting the affected airplanes to measure the voids in the adhesive joint between the center wing spars and the upper center wing skins, reporting all findings to Diamond Aircraft Industries, and repairing any voids exceeding the criteria as specified in the AD.

NPRM AD: Piaggio Aero Industries S.p.A. Airplanes

Proposed 06/15/2012 Docket #: FAA-2012-0634 Comments due 7/30/2012

This proposed AD would require installing a covering cage on the screwjack, as a temporary corrective action, which does not allow the disengagement of the affected gear.

NPRM AD: Airbus Airplanes

Proposed 06/18/2012 Docket #: FAA-2012-0636 Comments due 8/02/2012

This proposed AD would require the installation on the airplane of an auto-relight function.

NPRM AD: Airbus Airplanes

Proposed 06/18/2012 Docket #: FAA-2012-0596 Comments due 8/02/2012

This proposed AD would require identification of the supplier, part number, and serial number of the installed ram air turbine (RAT) actuator, and re-identification of the actuator and RAT, or replacement of the RAT actuator with a serviceable unit and re-identification of the RAT, if necessary.

NPRM AD: Empresa Brasileira de Aeronautica S.A. (EMBRAER) Airplanes

Proposed 06/18/2012 Docket #: FAA-2012-0638 Comments due 8/02/2012

This proposed AD would require installing or reworking metallic diverters and aluminum sheets; modifying the lights assembly on the tail boom rear movable fairing; and replacing the hood assembly with a new hood assembly and rerouting its electrical harness.

NPRM AD: Eurocopter France Helicopters

Proposed 06/18/2012 Docket #: FAA-2012-0632 Comments due 8/17/2012

This proposed AD would require inspecting the lower parts of the anchoring fittings for sealing compound within 30 hours time-in-service. If there is sealing compound on the lower parts of the anchoring fittings, it would require removing it and inspecting the anchoring fittings for corrosion. If there is corrosion, it would require repairing the affected area. If there is no corrosion, it would require applying touch up protective treatment and renewing any damaged sealing compound bead in the lower part of the anchoring fitting.

NPRM AD: Eurocopter France Helicopters

Proposed 06/18/2012 Docket #: FAA-2012-0630 Comments due 8/17/2012

This proposed AD would require visually checking the center windscreen before each flight. If a crack exists in the center windscreen panel, or if the windscreen distorts during flight, it would require replacing the center windscreen panel before further flight. It would also require replacement of the windscreen within 12 months, unless accomplished previously.

NPRM AD: Eurocopter France Helicopters

Proposed 06/18/2012 Docket #: FAA-2012-0631 Comments due 8/17/2012

This proposed AD would require inspecting helicopters with certain Aerazur emergency flotation gear attachment brackets for a crack within 110 hours time-in-service or 3 months, whichever occurs first and, if there is a crack, replacing the cracked bracket with an airworthy bracket. This proposed AD would also require repeating the inspection at intervals not to exceed 13 months.

NPRM AD: The Boeing Company Airplanes

Proposed 06/18/2012 Docket #: FAA-2012-0637 Comments due 8/02/2012

This proposed AD would require repetitive inspections for cracking of the inboard MLG door hinge fittings; and modification of cracked fittings, which would terminate the repetitive inspections for certain Boeing Company Model 737 airplanes.

NPRM AD: The Boeing Company Airplanes

Proposed 06/18/2012 Docket #: FAA-2012-0597 Comments due 8/02/2012

This proposed AD would require installing enclosure trays to contain debris in certain electrical load management systems (ELMS) panels, and replacing certain ELMS contactors for certain Boeing Company Model 777 airplanes.

NPRM AD: Bombardier, Inc. Airplanes

Proposed 6/20/2012 Docket #: FAA-2012-0639 Comments due 8/06/2012

This proposed AD would require a detailed inspection of all Model CL-600-2B19 airplanes of the trunnions and upper and lower pins for gouges, scratches, and corrosion; add serial numbers and new part numbers to certain trunnions, and upper and lower pins; and revising the maintenance program to incorporate the information specified in certain temporary revisions of the limitations section.

NPRM AD Withdrawal: Dassault Aviation Airplanes

Proposed 6/20/2012 Docket #: FAA-2011-0222 Comments due N/A

This withdraws an earlier NPRM AD that would have required revising the maintenance program to incorporate a limitation that reduced time between overhauls, and required an initial overhaul, of the direct current (DC) generator (bearings).

NPRM AD: Airbus Airplanes

Proposed 6/21/2012 Docket #: FAA-2012-0640 Comments due 8/06/2012

This proposed AD would require repetitive special detailed inspections (tap tests) of the 3 inner acoustic panels of both engine air intake cowls to detect any disbanding and, depending on findings, applicable corrective actions for certain model airplanes equipped with Rolls-Royce Trent 700 engines.

NPRM AD: BAE Systems (Operations) Limited Airplanes

Proposed 6/21/2012 Docket #: FAA-2012-0642 Comments due 8/06/2012

This proposed AD would require installing a flexible envelope around the hydraulic pipe group where hydraulic pipe failures have occurred in the center of the cabin to capture and contain any fluid escaping from a burst pipe and channel it below floor level into the forward cargo bay for certain Model BAE 146 series airplanes and Model Avro 146-RJ series airplanes.

NPRM AD: Bombardier, Inc. Airplanes

Proposed 6/21/2012 Docket #: FAA-2012-0641 Comments due 8/06/2012

This proposed AD would require modifying the left-hand (L/H) engine upper core-cowl of certain airplanes in accordance with the Accomplishment Instructions of the applicable service bulletin to prevent jamming/malfunctioning of the L/H engine thrust control mechanism.

NPRM AD: Fokker Services B.V. Airplanes

Proposed 6/21/2012 Docket #: FAA-2012-0643 Comments due 8/06/2012

This proposed AD would supersede an existing AD and would require repetitive visual inspections of P/N 41141-3 MLG piston for cracks and, depending on the findings, replacement or modification of the MLG piston of certain model F.28 Mark 0070 and 0100 airplanes. It would also require modifying the affected MLG by installing a piston P/N 41141-5.

NPRM AD: Boeing Company Airplanes

Proposed 6/21/2012 Docket #: FAA-2011-0724 Comments due 8/06/2012

This proposed AD revises an earlier NPRM AD for certain Model 757 airplanes powered by Rolls-Royce engines by replacing horizontal and vertical flange fasteners in the strut-to-diagonal brace fittings.

NPRM AD: Airbus Airplanes

Proposed 6/25/2012 Docket #: FAA-2012-0671 Comments due 8/09/2012

This proposed AD would supersede an existing AD and would require removing certain C-duct assemblies of the left- and right-hand thrust reversers from service at certain designated life limits, and would also add airplanes to the applicability of the existing AD.

NPRM AD: The Boeing Company Airplanes

Proposed 6/25/2012 Docket #: FAA-2008-0617 Comments due 8/09/2012

This proposed AD would revise an earlier proposed AD for certain Model 737 airplanes and would require repetitive operational tests of the engine fuel suction feed of the fuel system and other related testing and corrective action if necessary.

NPRM AD: The Cessna Aircraft Company Airplanes

Proposed 6/25/2012 Docket #: FAA-2012-0644 Comments due 8/09/2012

This proposed AD would require replacing the auxiliary power unit (APU) GCU for certain Model 750 airplanes.

NPRM AD: Saab AB, Saab Aerosystems Airplanes

Proposed 6/27/2012 Docket #: FAA-2012-0672 Comments due 8/13/2012

This proposed AD would require the replacement of the Stall Warning Computer (SWC) for certain Model 340A and 340B airplanes by installing new SWCs on airplanes with basic wing tips and extended wing tips. It also would require modifying the airplane for the replacement of the SWC.

NPRM AD: The Boeing Company Airplanes

Proposed 6/28/2012 Docket #: FAA-2012-0645 Comments due 8/13/2012

This proposed AD would supersede an existing AD and would require the addition of various inspections for discrepancies at the aft pressure bulkhead, and related investigative and corrective actions if necessary for all Boeing Model 737-100, -200, -200C, -300, -400, and -500 series airplanes.

NPRM AD: Sikorsky Aircraft-Manufactured Model S-64F

Proposed 6/29/2012 Docket #: FAA-2012-0689 Comments due 8/13/2012

This proposed AD would supersede an existing AD and would require the addition of various inspections for discrepancies at the aft pressure bulkhead, and related investigative and corrective actions if necessary for all Boeing Model 737-100, -200, -200C, -300, -400, and -500 series airplanes.

Notice of Proposed Rulemaking, Advisory Circulars (NPRM AC)

NPRM AC: 150/5345-53D, Airport Lighting Equipment Certification Program; Proposed Update and Opportunity to Comment

Issued 6/27/2012 Docket #: 2012-15737 Comments due 8/28/2012

This proposed AC would supersede an existing AD and would require, before further flight, a change in the life-limit for several components.

Final Documents—May 2012

This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see ***Your Two Cents*** *in this issue. The date shown is the date of FR publication or other official release.*

Hyperlinks provided in blue text take you to the full document. If this link is broke, go to http://www.regulation.gov**. In the keyword or ID field, type "FAA" followed by the docket number.**

Final Rules, Airworthiness Directives (ADs)

AD: Airbus Airplanes

Issued 05/03/2012 Docket #: FAA-2012-0041 Effective 6/7/2012

This AD requires installing three secondary retention plates for the gimbal bearings on the THSA upper primary attachment.

AD: Cessna Aircraft Company Airplanes

Issued 05/03/2012 Docket #: FAA-2011-1413 Effective 6/7/2012

This AD requires an inspection of the torque lug and surrounding components (wheel base, side rim, lock ring) for damage and calls for repairs as necessary.

AD: Saab AB, Saab Aerosystems Airplanes

Issued 05/03/2012 Docket #: FAA-2011-1410 Effective 6/7/2012

This AD requires replacing certain hydraulic accumulators and structural modifications in the nose landing gear (NLG) bay.

AD: The Boeing Company Model 767-200, -300, -300F, and -400ER Series Airplanes

Issued 05/07/2012 Docket #: FAA-2011-0044 Effective 6/11/2012

This AD supersedes an existing AD, expands the applicability, and adds an inspection for cracking in the fail-safe strap, requiring repair or replacement if necessary.

AD: Airbus Airplanes

Issued 05/08/2012 Docket #: FAA-2011-1066 Effective 6/12/2012

This AD supersedes an existing AD and mandates the optional spot-facing modification.

AD: Fokker Services B.V. Airplanes

Issued 05/08/2012 Docket #: FAA-2011-1169 Effective 6/12/2012

This AD requires modification and re-identification or replacement of the main landing gear (MLG) units.

AD: Pratt & Whitney Canada Turboprop Engines

Issued 05/08/2012 Docket #: FAA-2012-0417 Effective 5/23/2012

Comments due 6/22/2012. This AD requires removal from service of certain part manufacturer approval (PMA) replacement Timken Alcor Aerospace Technologies, Inc. first stage sun and planet gears installed in the reduction gearbox.

AD: The Boeing Company Airplanes

Issued 05/08/2012 Docket #: FAA-2011-0384 Effective 6/12/2012

This AD require,s for certain airplanes, replacing the seat track pivot link assemblies, seat track sections, and floor panels. For certain airplanes, it requires moving certain rows of passenger seats. For other airplanes, it requires inspecting areas of the seat tracks for damage, and corrective actions if necessary.

AD: Airbus Airplanes

Issued 05/14/2012 Docket #: FAA-2011-0988 Effective 6/18/2012

This AD requires an electrical bonding test between the gravity fill re-fuel adaptor and the top skin panel on the left-hand and right-hand wings, and if necessary a general visual inspection for corrosion of the component interface and adjacent area and repairing the gravity fuel adaptor if any corrosion is found.

AD: The Boeing Company Airplanes

Issued 05/14/2012 Docket #: FAA-2011-0993 Effective 6/18/2012

This AD requires repetitive inspections for cracking of the aft pressure bulkhead, repair or replacement of any cracked bulkhead, and eventual replacement of the aft pressure bulkhead.

AD: Airbus Airplanes

Issued 05/17/2012 Docket #: FAA-2011-1321 Effective 6/21/2012

This AD supersedes an existing AD and requires modifying certain additional center tanks (ACTs) by replacing the manhole seal; adding certain ACT equipped airplanes to the applicability; and removing Model A320-III airplanes from the applicability.

AD: Airbus Airplanes

Issued 05/17/2012 Docket #: FAA-2011-1327 Effective 6/21/2012

This AD requires adding primer paint to the cadmium around the dowel bush holes on the NLG main fitting.

AD: Hawker Beechcraft Corporation Airplanes

Issued 05/17/2012 Docket #: FAA-2012-0218 Effective 6/21/2012

This AD requires inspecting for oversized or deformed fuel hose clamps and replacing as necessary.

AD: The Boeing Company Airplanes

Issued 05/17/2012 Docket #: FAA-2012-0105 Effective 6/21/2012

This AD requires repetitive detailed inspections for fractured or missing latch pin retention bolts, replacement of titanium bolts with new Inconel bolts, and related investigative and corrective actions if necessary.

AD: Cessna Aircraft Company Airplanes

Issued 05/21/2012 Docket #: FAA-2012-0534 Effective 6/5/2012

This AD requires an inspection(s) of the left and right wing lower main spar caps for cracks and either replacing cracked wing lower main spar caps, wing spars, or wings (as applicable) with serviceable spar caps, spars, or wings that are found free of cracks or incorporating an FAA-approved modification. It also requires reporting the result of the inspection to the FAA.

AD: Fokker Services B.V. Airplanes

Issued 05/21/2012 Docket #: FAA-2012-0141 Effective 6/25/2012

This AD requires implementing new abnormal procedures for hydraulics in the airplane flight manual (AFM).

AD: Saab AB, Saab Aerosystems Airplanes

Issued 05/21/2012 Docket #: FAA-2012-0184 Effective 6/25/2012

This AD requires, in certain locations, a detailed inspection for corrosion of the electrical and electronics installation, and if corrosion is found repairing each affected harness braid or replacing each affected component and/or wiring harness.

AD: The Boeing Company Airplanes

Issued 05/21/2012 Docket #: FAA-2011-0645 Effective 6/25/2012

This AD supersedes an existing AD, shortens the interval for the repetitive inspections, requires modification for certain airplanes, and requires certain post-modification inspections for other airplanes.

AD: Bombardier, Inc. Airplanes

Issued 05/21/2012 Docket #: FAA-2012-0042 Effective 6/26/2012

This AD supersedes an existing AD, continues to require the actions in the existing AD, and adds the previously omitted part and serial numbers.

AD: International Aero Engines AG Turbofan Engines

Issued 05/23/2012 Docket #: FAA-2009-1100 Effective 6/27/2012

This AD supersedes an existing AD, expands the affected population for initial and repetitive inspections of the high pressure compressor (HPC) stage 3 to 8 drum, introduces an eddy current inspection (ECI) procedure, and requires additional cleaning and repetitive ultrasonic inspections (USIs) of some HPC stage 3 to 8 drums.

AD: Continental Motors, Inc. (CMI) Reciprocating Engines

Issued 05/24/2012 Docket #: FAA-2011-1341 Effective 6/08/2012

Comments due July 9, 2012. This AD supersedes an existing AD, requires the same actions, but to an expanded population of reciprocating engines.

AD: Bell Helicopter Textron Canada Limited Helicopters

Issued 05/25/2012 Docket #: FAA-2012-0084 Effective 6/29/2012

This AD requires replacing certain tailboom attachment hardware and at certain intervals thereafter, determining the torque of that tailboom attachment hardware.

AD: Bombardier, Inc. Airplanes

Issued 05/25/2012 Docket #: FAA-2011-1416 Effective 6/29/2012

This AD requires an inspection to determine if certain oxygen pressure regulators are installed, and replacement of oxygen cylinder and regulator assemblies (CRAs) containing pressure regulators that do not meet required material properties.

AD: Piper Aircraft, Inc. Airplanes

Issued 05/25/2012 Docket #: FAA-2012-0251 Effective 6/29/2012

This AD supersedes an existing AD, and requires determining the airplane model based on the serial number and modifying the aircraft data plate to properly identify the airplane model.

AD: Rolls-Royce plc (RR) Turbofan Engines

Issued 05/25/2012 Docket #: FAA-2007-28059 Effective 6/29/2012

This AD supersedes an existing AD, continues to require initial inspections, and adds additional inspections and a mandatory terminating action.

AD: The Boeing Company Airplanes

Issued 05/25/2012 Docket #: FAA-2011-1259 Effective 6/29/2012

This AD requires replacing the existing horizontal stabilizer pivot pins with new or reworked pivot pins having improved corrosion resistance, doing repetitive inspections after installing the pivot pins, and doing corrective actions if necessary.

AD: Gulfstream Aerospace Corporation Airplanes

Issued 05/29/2012 Docket #: FAA-2012-0494 Effective 5/29/2012

Comments due 7/13/2012. This AD requires, for certain airplanes, a measurement to determine the clearance (gap) of the exposed rounded portion of the doubler and clothespin fitting at the wing-to-fuselage attachment, and repair if necessary. It also requires, for certain other airplanes, determining if a certain aircraft service change has been incorporated, and for affected airplanes, a measurement to determine the gap of the exposed rounded portion of the doubler and clothespin fitting at the wing-to-fuselage attachment, and repair if necessary.

AD: Honeywell International, Inc. Turbofan Engines

Issued 05/31/2012 Docket #: FAA-2012-0195 Effective 7/16/2012

This AD requires operational checks of the engine overspeed trip system.

AD: Rolls-Royce plc Turbofan Engines

Issued 05/31/2012 Docket #: FAA-2012-0418 Effective 6/15/2012

Comments due July 16, 2012. This AD requires removal from service of certain critical engine parts based on reduced life limits.

Special Conditions (NPRM SC)

SC: Gulfstream Model GVI Airplane; High Incidence Protection

Issued 05/31/2012 Docket #: NM438 Effective 5/31/2012

This document corrects an error that appeared in Docket No. NM438, Special Conditions No. 25-423-SC, which were published in the Federal Register on March 28, 2011.

Your Two Cents—May 2012

This is your chance to provide input on rules and policies that will affect you. Agencies must provide the public notice and an opportunity for comment before their rules or policies change. Your input matters. Comments should be received before the indicated due date; however, agencies often consider comments they receive before drafting of the final document begins.

Hyperlinks provided in blue text take you to the full document.

Notice of Proposed Rulemaking

NPRM: Repair Stations

Proposed 05/21/2012 Docket #: FAA-2006-26408 Comments due 8/20/2012

This action would amend the regulations for repair stations by revising the system of ratings, the repair station certification requirements, and the regulations on repair stations providing maintenance for air carriers.

Notice of Proposed Rulemaking, Airworthiness Directive (NPRM AD)

NPRM AD: Bombardier, Inc. Airplanes

Issued 05/01/2012 Docket #: FAA-2012-0422 Comments due 6/15/2012

This proposed AD would require replacing the affected pushrod assembly.

NPRM AD: Empressa Brasileira de Aeronautica S.A. Airplanes B

Issued 05/01/2012 Docket #: FAA-2012-0423 Comments due 6/15/2012

This proposed AD would supersede two existing ADs and add requirements for replacing the air management system (AMS) controller processor module with new software, and require revising the AFM.

NPRM AD: The Boeing Company Airplanes B

Issued 05/01/2012 Docket #: FAA-2012-0424 Comments due 6/15/2012

This proposed AD would require repetitive lubrication of the MLG pivot joints; repetitive detailed inspections of the outer diameter chrome on the center axles of the MLG for chicken-wire cracks, corrosion, and chrome plate distress; repetitive magnetic particle inspections of the outer diameter chrome on the center axles of the MLG for cracks; and related investigative and corrective actions if necessary.

NPRM AD: Rolls-Royce plc Turbofan Engines

Proposed 05/03/2012 Docket #: FAA-2010-0821 Comments due 6/2/2012

This proposed AD would supersede an existing AD, and require the same actions, but expand the population of blades.

NPRM AD: Airbus Airplanes

Proposed 05/08/2012 Docket #: FAA-2012-0427 Comments due 6/22/2012

This proposed AD would require repetitive inspections for cracking of certain fasteners, and repair if necessary.

NPRM AD: Airbus Airplanes

Proposed 05/08/2012 Docket #: FAA-2012-0428 Comments due 6/22/2012

This proposed AD would require inspecting piccolo tubes, piccolo tube mount links, the aft side of the forward bulkhead, and outer boundary angles for cracks, fractures, and broken links, and corrective actions if

necessary.

NPRM AD: The Boeing Company Airplanes

Proposed 05/08/2012 Docket #: FAA-2012-0426 Comments due 6/22/2012

This proposed AD would require replacing titanium seat track bolts with corrosion resistant steel bolts, repetitive inspections for cracking of the splice strap and forward seat track holes, and related investigative and corrective actions if necessary. It would also provide an optional terminating action for the repetitive inspections.

NPRM AD: Agusta S.p.A. Helicopters

Proposed 05/09/2012 Docket #: FAA-2012-0448 Comments due 7/09/2012

This proposed AD would require modifying the electrical power distribution system to carry a higher electrical load.

NPRM AD: The Boeing Company Airplanes

Proposed 05/09/2012 Docket #: FAA-2012-0425 Comments due 6/25/2012

This proposed AD would require repetitive inspections for cracking of the overwing frames, and related investigative and corrective actions if necessary.

NPRM AD: Aeronautical Accessories, Inc. High Landing Gear Forward Crosstube Assembly

Proposed 05/11/2012 Docket #: FAA-2012-0502 Comments due 7/10/2012

This proposed AD would require creating a component history card or equivalent record, determining the total number of landings, and continuing recording the number of landings for each crosstube. It would also require certain recurring visual, dimensional, and fluorescent penetrant inspections of each crosstube. It would require repairing damaged crosstubes that are within acceptable limits, and if there is a crack or any corrosion or a nick, scratch dent, or any other damage outside the maximum repair damage limits, this proposed requirements, before further flight, replacing any unairworthy crosstube with an airworthy crosstube.

NPRM AD: Eurocopter Deutschland GmbH Helicopters

Proposed 05/11/2012 Docket #: FAA-2012-0503 Comments due 7/10/2012

This proposed AD would require inspecting the main gearbox (MGB) oil filter and MGB magnetic plug. If the MGB oil filter or MGB magnetic plug contains metallic fuzz, depending on the amount of metallic fuzz, it would require cleaning the magnetic plug, flushing the main transmission, changing the oil, and performing a ground run. If the MGB oil filter or MGB magnetic plug contains a chip, it would require replacing the main transmission and cleaning the oil cooler and oil lines. It would also require repeating the MGB magnetic plug inspection every 10 hours time-in-service (TIS), and repeating the MGB oil filter inspection every 100 hours TIS.

NPRM AD: Eurocopter Deutschland GmbH Helicopters

Proposed 05/11/2012 Docket #: FAA-2012-0500 Comments due 7/10/2012

This proposed AD would require, at intervals not to exceed 5 hours TIS, visually inspecting the upper and lower plain journal bearings of the sliding sleeve to detect a dislocated plain journal bearing on Eurocopter Model 135 P1, P2, T1, and T2 helicopters with a certain part number swashplate slide sleeve installed.

NPRM AD: Sikorsky Aircraft Corporation Helicopters

Proposed 05/14/2012 Docket #: FAA-2012-0216 Comments due 7/13/2012

This proposed AD would require inspecting the tail rotor (T/R) pylon for a crack, damage, corrosion, or loose or missing fasteners and repairing or replacing the T/R pylon.

NPRM AD: BAE Systems (Operations) Limited Airplanes

Proposed 05/21/2012 Docket #: FAA-2012-0489 Comments due 7/05/2012

This proposed rule would require inspecting to determine if a certain fire extinguisher bottle is installed, and repositioning the affected fire extinguisher bottle to the vertical position.

NPRM AD: Agusta S.p.A. Helicopters

Proposed 05/22/2012 Docket #: FAA-2012-0529 Comments due 7/23/2012

This AD would require replacing all solder splices identified in BT 139-249.

NPRM AD: Agusta S.p.A. Helicopters

Proposed 05/22/2012 Docket #: FAA-2012-0501 Comments due 7/23/2012

This AD would require an inspection for the correct installation of the metallic spacers on the semi-channels and for the correct seating of the gaskets. If the metallic spacers are not installed with rivets, the lower semichannel assemblies would be required to be modified, and the main drive shaft would be inspected for damage.

NPRM AD: Airbus Airplanes

Proposed 05/22/2012 Docket #: FAA-2012-0488 Comments due 7/06/2012

This AD would require repetitive inspections of the crossbeams of certain fuselage frames, and repair if necessary.

NPRM AD: Bell Helicopter Textron Helicopters

Proposed 05/22/2012 Docket #: FAA-2012-0530 Comments due 7/23/2012

This AD would require cleaning the collective lever and inspecting it for cracks with 10X or higher power magnifying glass. If there is a crack in the collective lever paint finish, it would require removing the collective lever from the swashplate and performing a fluorescent penetrant inspection. If there is a crack in the collective lever, it would require replacing the collective lever with an airworthy collective lever before further flight. It would also require repeating this inspection every 100 hours TIS.

NPRM AD: Eurocopter Deutschland Helicopters

Proposed 05/22/2012 Docket #: FAA-2012-0528 Comments due 7/23/2012

This AD would require replacement of the Generator Control Units.

NPRM AD: Pratt & Whitney Division Turbofan Engines

Proposed 05/24/2012 Docket #: FAA-2010-0217 Comments due 7/23/2012

This AD would supersede an existing AD, require replacement of the 13th, 14th, and 15th stage HPC seals as an additional action and would add an optional terminating action to the repetitive inspection requirements by allowing replacement of the entire HPC drumrotor disk assembly.

NPRM AD: The Boeing Company Airplanes

Proposed 05/30/2012 Docket #: FAA-2012-0490 Comments due 7/16/2012

This proposed AD would require a detailed inspection of the nacelle strut midspar fittings; repetitive high frequency eddy current inspections of the nacelle strut for cracks, and repair if necessary; and repetitive general visual inspections of the nacelle struts to verify that the nacelle strut has not dropped below its normal position, applying the droop stripe to the nacelle strut and sailboat fairing if necessary, and repair if necessary.

NPRM AD: The Boeing Company Airplanes

Proposed 05/30/2012 Docket #: FAA-2010-0856 Comments due 7/16/2012

This proposed AD would revise and supersede an earlier proposed AD that would require inspection for part numbers of the operational program software of the flight control computers.

NPRM AD: Airbus Airplanes

Proposed 05/31/2012 Docket #: FAA-2012-0493 Comments due 7/16/2012

This proposed AD would supersede an existing AD and revise the maintenance program to incorporate revised fuel maintenance and inspection tasks and add airplanes to the applicability.

NPRM AD: Gulfstream Aerospace LP (Type Certificate Previously Held by Israel Aircraft Industries, Ltd.) Airplanes

Proposed 05/31/2012 Docket #: FAA-2012-0495 Comments due 7/16/2012

This proposed AD would require determining the lengths of the wear indicating pins of all brake assemblies, shortening the pin if the wear indicating pin is too long, inspecting for normal brake wear, and replacing brakes with new brakes if necessary.

NPRM AD: The Boeing Company Airplanes

Proposed 05/31/2012 Docket #: FAA-2012-0497 Comments due 7/16/2012

This proposed AD would supersede an existing AD and add inspecting for scribe lines where external decals have been applied or removed across lap joints, large cargo door hinges, and external doublers.

NPRM AD: The Boeing Company Model 747 Airplanes

Proposed 05/31/2012 Docket #: FAA-2012-0492 Comments due 7/16/2012

This proposed AD would supersede an existing AD by adding airplanes and requiring repetitive inspections of the outboard end fitting of the left and right wing landing gear support beams for cracks and corrosion, and corrective actions if necessary.

Notice of Proposed Rulemaking, Special Conditions (NPRM SC)

NPRM SC: Boeing, Model 737-800; Large Non-Structural Glass in the Passenger Compartment

Issued 05/15/2012 Docket #: FAA-2012-0499 Comments due 06/04/2012

This action proposes special conditions for the Boeing Model 737-800 airplane, which has a novel or unusual design feature associated with the installation of large non-structural glass items in the cabin area of an executive interior occupied by passengers and crew.

NPRM SC: Tamarack Aerospace Group, Cirrus Model SR22; Active Technology Load Alleviation System (ATLAS)

Issued 05/15/2012 Docket #: FAA-2012-0485 Comments due 06/04/2012

This action proposes special conditions for the Tamarack Aerospace Group's modification to the Cirrus Model SR22 airplane, which has a novel or unusual design feature associated with Tamarack Aerospace Group's modification.

Final Documents—April 2012

*This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see **Your Two Cents** in this issue. The date shown is the date of FR publication or other official release.*

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Final Rules, Airworthiness Directives (ADs)

AD: 328 Support Services GmbH Airplanes

Released 04/05/2012 Docket #: FAA-2011-1318 Effective 05/10/2012

This AD supersedes an existing AD requiring removing or replacing the locking device of the cockpit door; performing operational tests, and repair if necessary. For certain airplanes, it requires installing gap filler parts.

AD: Augusta S.p.A. Helicopters

Released 04/05/2012 Docket #: FAA-2012-0355 Effective 04/20/2012

This AD requires, before further flight, removing and replacing certain tail rotor blades.

AD: Airbus Airplanes

Released 04/05/2012 Docket #: FAA-2012-0331 Effective 04/20/2012

This AD requires repetitive inspections of the forward and aft attachment fitting and of the swan neck for cracks, and replacing the attachment fittings and the swan neck with serviceable ones if necessary.

AD: Bombardier, Inc. Model BD-100-1A10 (Challenger 300) Airplanes

Released 04/05/2012 Docket #: FAA-2011-1064 Effective 05/10/2012

This AD requires revising the airplane maintenance schedule to include new functional test of the horizontal stabilizer trim actuator (HSTA) no-back and HSTA break system.

AD: Lockheed Martin Corporation/Lockheed Martin Aeronautics Company Airplanes

Released 04/05/2012 Docket #: FAA-2011-0723 Effective 05/10/2012

This AD supersedes an existing AD and changes certain inspection thresholds, adds three new structurally significant details (SSDs), and removes an SSD that has been addressed by a different AD.

AD: Rolls-Royce plc Turbofan Engines

Released 04/05/2012 Docket #: FAA-2010-0821 Effective 04/20/2012

This AD supersedes an existing AD, requiring repetitive ultrasonic inspections (UIs) of certain low-pressure (LP) compressor blades, and requires the same actions but expands the population of blades.

AD: The Boeing Company Airplanes

Released 04/05/2012 Docket #: FAA-2010-0858 Effective 05/10/2012

This AD requires modifying the thrust reverser inner walls, inspecting the upper and lower inner walls insulation blankets for damage, measuring the electrical conductivity on the aluminum upper compression pads 2 and 3 as applicable, inspecting for discrepancies of the inner wall of the thrust reverser, and corrective actions if necessary.

AD: The Boeing Company Airplanes

Released 04/05/2012 Docket #: FAA-2009-0908 Effective 05/10/2012

This AD requires replacing the power control relays for the fuel boost pumps and override pumps with new relays having a ground fault interrupter (GFI) feature. It also requires an electrical bonding resistance measurement for certain GFI relays to verify certain boding requirements are met and, for certain airplanes, an inspection to ensure that certain screws are properly installed, and installing longer screws if necessary.

AD: Airbus Airplanes

Released 04/06/2012 Docket #: FAA-2012-0292 Effective 04/06/2012

This AD corrects Sec. 39.13 of rule document 2012-7008 in the issue of March 30, 2012.

AD: Rolls-Royce plc Turbofan Engines

Released 04/09/2012 Docket #: FAA-2011-0959 Effective 04/11/2012

This rule corrects an existing AD; the repetitive inspection interval for the front combustion liner head section should be 2,000 flight cycles, not 1,000 flight cycles.

AD: Airbus Airplanes

Released 04/10/2012 Docket #: FAA-2011-1060 Effective 05/15/2012

This AD supersedes an existing AD and adds, for certain airplanes, requirements to modify wire routings and install a modified bracket.

AD: Cessna Aircraft Company Airplanes

Released 04/10/2012 Docket #: FAA-2011-0913 Effective 05/15/2012

This AD requires adding diodes to the fuel cross-feed wiring and revising the airplane flight manual to include procedures to use when the left or right generator is selected OFF.

AD: DG Flugzeugbau GmbH Sailplanes

Released 04/10/2012 Docket #: FAA-2011-1342 Effective 05/15/2012

This AD requires a one-time inspection of the length of the rear cockpit headrest securing rope and, in case of discrepancy, readjustment of the length. It also requires the installation of a modified headrest securing rope with snap hooks.

AD: Fokker Services B.V. Airplanes

Released 04/10/2012 Docket #: FAA-2012-0333 Effective 04/25/2012

Comments due 05/25/2012. This AD requires a one-time low-frequency eddy current inspection of the lap joint for cracks and, depending on findings, repair of the lap-joint. It also requires sending an inspection report (even when no cracks are found) to the type certificate holder to confirm the selected inspection threshold for airplanes that have not yet accumulated 45,000 flight cycles.

AD: Lockheed Martin Corporation/Lockheed Martin Aeronautics Company Airplanes

Released 04/10/2012 Docket #: FAA-2007-0109 Effective 05/15/2012

This AD requires revising the maintenance inspection program to include inspections that will give no less than the required damage tolerance analysis for each principal structural element (PSE), doing repetitive inspections to detect cracks of all PSEs, and repairing cracked structure.

AD: Sikorsky Aircraft Corporation Helicopters

Released 04/10/2012 Docket #: FAA-2011-1113 Effective 05/15/2012

This AD requires inspecting the upper and lower airfoils of each tail rotor blade to ensure the wire mesh is not mislocated.

AD: The Boeing Company Airplanes

Released 04/10/2012 Docket #: FAA-2011-0303 Effective 05/15/2012

This AD supersedes an existing AD and requires installing dual pane No. 2 and 3 windows. It also removes certain airplanes from the applicability.

AD: The Boeing Company Airplanes

Released 04/10/2012 Docket #: FAA-2011-0025 Effective 05/15/2012

This AD requires revising the maintenance program to update inspection requirements to detect fatigue cracking.

AD: The Boeing Company Airplanes

Released 04/10/2012 Docket #: FAA-2011-0915 Effective 05/15/2012

This AD requires repetitive general visual inspections for broken or missing latch pins of the lower sills of the forward and aft lower lobe cargo doors; repetitive detailed inspections for cracking of the latch pins and corrective actions if necessary.

AD: Airbus Airplanes

Released 04/13/2012 Docket #: FAA-2012-0296 Effective 04/30/2012

This AD requires repetitive inspections of the main fitting and sliding tube of the nose landing gear for defects, damage, and cracks, and corrective actions if necessary.

AD: Agusta S.p.A. Helicopters

Released 04/18/2012 Docket #: FAA-2012-0409 Effective 05/03/2012

Comments due 06/18/2012. This AD requires establishing a life limit of 600 hours time-in-service or 1,500 takeoff and landing cycles, whichever occurs first, on the affected tail rotor blades and updates the helicopter's historical records.

AD: Bell Helicopter Textron Canada Limited Helicopters

Released 04/19/2012 Docket #: FAA-2012-0395 Effective 05/04/2012

Comments due 06/18/2012. This AD requires reducing the life limit from 3,600 to 1,400 hours for certain main rotor blades, revising the life limit in the Airworthiness Limitations section of the Instructions for Continued Airworthiness or maintenance manual, and recording the revised life limit on the component history card or equivalent record.

AD: Fokker Services B.V. Airplanes

Released 04/19/2012 Docket #: FAA-2011-1226 Effective 05/24/2012

This AD requires modifying the crossfeed valve control and power supply, the crossfeed indication logic and power supply, and the indication logic for the fuel fire shutoff valve; modifying the overhead panel; and for certain airplanes, modifying the transfer logic of the center wing fuel tank.

AD: Sikorsky Aircraft Corporation Helicopters

Released 04/19/2012 Docket #: FAA-2011-1115 Effective 05/24/2012

This AD requires revising the Operating Limitations section of the Sikorsky Model S-92A Rotorcraft Flight Manual to prevent the use of inaccurate engine performance data in calculating maximum gross weight.

AD: Turbomeca S.A. Turboshaft Engines

Released 04/19/2012 Docket #: FAA-2009-0330 Effective 05/24/2012

This AD supersedes an existing AD, requires the same inspections for installed engines, eliminates readjusting of the P3 air pipe (first section), requires replacement of the right-hand (RH) rear half-wall under certain conditions, and adds an optional terminating action.

AD: Airbus Airplanes

Released 04/23/2012 Docket #: FAA-2011-1324 Effective 5/25/2012

This AD corrects an agency docket number specified throughout the final rule of an existing AD.

AD: Airbus Airplanes

Released 04/24/2012 Docket #: FAA-2011-1225 Effective 5/29/2012

This AD requires installing new bushes with increased interference fit in the forward lug wing of the aft bearing at rib 5 of the main landing gear (MLG) on the RH and left-hand (LH) wing.

AD: Bombardier, Inc. Airplanes

Released 04/24/2012 Docket #: FAA-2011-1228 Effective 5/29/2012

This AD requires installing a new or serviceable air driven generator's (ADG) generator control unit (GCU).

AD: Bombardier, Inc. Airplanes

Released 04/24/2012 Docket #: FAA-2011-1224 Effective 5/29/2012

This AD requires installing a new or serviceable ADG GCU.

AD: Bombardier, Inc. Airplanes

Released 04/24/2012 Docket #: FAA-2011-1095 Effective 5/29/2012

This AD requires replacing or relocating certain circuit breaker panel (CBP) bus bars, inspecting for any loose or improperly crimped lugs in certain electrical panel locations and replacement if necessary, and inspection for foreign object damage in certain areas and removal if necessary.

AD: Bombardier, Inc. Airplanes

Released 04/24/2012 Docket #: FAA-2012-0036 Effective 5/29/2012

This AD requires a detailed inspection for defects and damage of the retract port flexible hose on the left and right MLG retraction actuator and replacement of the flexible hose if needed.

AD: Bombardier, Inc. Airplanes

Released 04/24/2012 Docket #: FAA-2011-1223 Effective 5/29/2012

This AD requires installing a new or serviceable ADG GCU.

AD: Empresa Brasileria de Aeronautica S.A. (EMBRAER) Airplanes

Released 04/24/2012 Docket #: FAA-2011-1325 Effective 5/29/2012

This AD supersedes an existing AD and requires revising the maintenance program to incorporate new or revised structural inspection requirements.

AD: Learjet Inc.

Released 04/24/2012 Docket #: FAA-2011-1069 Effective 5/29/2012

This AD requires revising the maintenance program to include new or more restrictive life-limits and inspections.

AD: Learjet Inc. Airplanes

Released 04/24/2012 Docket #: FAA-2011-1258 Effective 5/29/2012

This AD requires inspecting the electrical leads routed to the fire extinguishing containers for proper identification and missing labels, and to ensure the electrical leads are connected to the correct squibs; and corrective actions if necessary.

AD: Sicma Aero Seat Passenger Seat Assemblies, Installed on, But Not Limited to, ATR-GIE Aviation de Transport Regional Airplanes

Released 04/24/2012 Docket #: FAA-2012-0334 Effective 5/29/2012

Comments due 06/08/2012. This AD supersedes an existing AD and revises the format and certain paragraphs.

AD: The Boeing Company Airplanes

Released 04/24/2012 Docket #: FAA-2011-1165 Effective 5/29/2012

This AD requires replacing certain single-tabbed bonding brackets in the airplane empennage with two-tabbed bonding brackets and requires, for certain airplanes, installing new bonding jumpers, and measuring the resistance of the modified installation to verify resistance is within specified limits.

AD: The Boeing Company Airplanes

Released 04/24/2012 Docket #: FAA-2011-0644 Effective 5/29/2012

This AD requires repetitive detailed inspections and high frequency eddy current (EC) inspections for cracks of the WCS spanwise beams, and repair if necessary.

AD: Turbomeca S.A. Turboshaft Engines

Released 04/25/2012 Docket #: FAA-2012-0010 Effective 5/30/2012

This AD requires removing the affected power turbine (PT) blades from service on or before reaching a new reduced life limit for those certain PT blades.

AD: Airbus Airplanes

Released 04/26/2012 Docket #: FAA-2011-1323 Effective 5/31/2012

This AD requires revising the Limitations section of the applicable airplane flight manual.

AD: Airbus Airplanes

Released 04/26/2012 Docket #: FAA-2012-0033 Effective 5/31/2012

This AD temporarily prohibits in-flight use of the green electrical motor pumps; temporarily revising the airplane flight manual (AFM) limitations section; temporarily installing a placard in the cockpit overhead panel; doing a one-time general visual inspection for correct condition and installation of hydraulic pressure hoses, electrical conduits, feeder cables, and associated clamping devices; and corrective action if necessary.

AD: The Boeing Company Airplanes

Released 04/26/2012 Docket #: FAA-2010-0277 Effective 5/31/2012

This AD requires repetitive inspections to detect fatigue cracking in the wing skin, and corrective actions if necessary.

AD: The Boeing Company Airplanes

Released 04/26/2012 Docket #: FAA-2012-0110 Effective 5/31/2012

This AD requires revising the maintenance program to incorporate certain limitations.

Final Rules, Airworthiness Standards

Technical Amendment; Airworthiness Standards—Aircraft Engines

Released 04/13/2012 Docket #: 2012-8984 Effective 04/13/2012

This amendment corrects a number of errors in the airworthiness standards for aircraft engine endurance tests.

Your Two Cents—April 2012

This is your chance to provide input on rules and policies that will affect you. Agencies must provide the public notice and an opportunity for comment before their rules or policies change. Your input matters. Comments should be received before the indicated due date; however, agencies often consider comments they receive before drafting of the final document begins.

Hyperlinks provided in blue text take you to the full document.

Notice of Proposed Rulemaking, Airworthiness Directive (NPRM AD)

NPRM AD: Eurocopter Deutsschland GmbH Helicopters

Proposed 04/04/2012 Docket #: FAA-2012-0356 Comments due 05/04/2012

This proposed AD would require either deactivation of the entire hoist system or deactivation of the hoist system cable cutter function on the operator handle within 30 days or before the system is used again, whichever comes first. It would also prohibit installation of the affected hoist system on any helicopter, unless the installation complies with this AD's requirements, and would prohibit installation of the operator handle on any helicopter unless it has been modified in accordance with this AD.

NPRM AD: Eurocopter France Helicopters

Proposed 04/04/2012 Docket #: FAA-2012-0354 Comments due 06/04/2012

This proposed AD would require replacing the main rotor mast nut with an airworthy main rotor mast nut.

NPRM AD: BAE Systems (Operations) Limited Airplanes

Proposed 04/05/2012 Docket #: FAA-2012-0332 Comments due 05/21/2012

This proposed AD would require repetitive detailed inspections for bulging, surface anomalies, and cracking of the fuselage skin adjustment to the discharge valves, repair if necessary, and application of additional sealant in the affected area if necessary.

NPRM AD: Bombardier, Inc. Airplanes

Proposed 04/06/2012 Docket #: FAA-2012-0328 Comments due 05/21/2012

This proposed AD would require modifying the LH engine upper core-cowl.

NPRM AD: Lycoming Engines Reciprocating Engines

Proposed 04/06/2012 Docket #: FAA-2006-24785 Comments due 06/05/2012

This proposed AD would revise an earlier proposed AD requiring replacing certain crankshafts of affected engine models.

NPRM AD: The Boeing Company Airplanes

Proposed 04/17/2012 Docket #: FAA-2012-0336 Comments Due 6/1/2012

This proposed AD would require inspections of the fuselage skin at the chem-mill steps, and repair if necessary.

NPRM AD: Bombardier, Inc. Aviation

Proposed 04/18/2012 Docket #: FAA-2012-0335 Comments Due 6/4/2012

This proposed AD would revise an existing AD and would correct the erroneous service document number and remove the other erroneously cited service document for that AD.

NPRM AD: The Boeing Company Airplanes

Proposed 04/18/2012 Docket #: FAA-2012-0413 Comments Due 6/4/2012

This proposed AD would require adding design features to detect electrical faults, to detect a pump running in an empty fuel tank, and to ensure that a fuel pump's operation is not affected by certain conditions.

NPRM AD: Bombardier, Inc. Aviation

Proposed 04/19/2012 Docket #: FAA-2012-0420 Comments Due 6/4/2012

This proposed AD would supersede an existing AD, by reducing compliance times for a certain replacement.

NPRM AD: Bell Helicopter Textron, Incorporated Helicopters

Proposed 04/20/2012 Docket #: FAA-2012-0415 Comments Due 6/19/2012

This proposed AD would supersede an existing AD by expanding the applicability requiring various inspections associated with the main rotor grip to include additional grips similar to design.

NPRM AD: Pratt & Whitney Division Turbofan Engines

Proposed 04/20/2012 Docket #: FAA-2012-0228 Comments Due 6/19/2012

This proposed AD would require installation of a redesigned 1st stage high pressure turbine seal support that was introduced to the PW4000 engine fleet through service bulletins issued in the year 2000.

NPRM AD: Empresa Brasileria de Aeronautica S.A. (EMBRAER) Airplanes

Proposed 04/23/2012 Docket #: FAA-2012-0441 Comments due 6/08/2012

This proposed AD would require visually inspecting the control surfaces (rudder, elevator, and aileron) and their tab surfaces for the existence of required drain holes and modifying the control surfaces by drilling drain holes.

NPRM AD: The Boeing Company Airplanes

Proposed 04/25/2012 Docket #: FAA-2012-0421 Comments due 6/11/2012

This proposed AD would require repetitive inspections of electrical heat terminals on the left and right windshields for damage, and corrective actions if necessary. It would also allow for replacing an affected windshield with a windshield equipped with different electrical connections, which would terminate the repetitive inspections for that windshield.

Final Documents—March 2012

*This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see **Your Two Cents** in this issue. The date shown is the date of FR publication or other official release.*

Hyperlinks provided in blue text take you to the full document. If this link is broken, go to http://www.regulation.gov**. In the keyword or ID field, type "FAA" followed by the docket number.**

Final Rules, Airworthiness Directives (ADs)

AD: Airbus Airplanes

Released 03/05/2012 Docket # FAA-2011-0997 Effective 04/09/2012

This AD requires repetitive replacement of the affected retraction bracket of the main landing gear.

AD: Hawker Beechcraft Corporation Airplanes Equipped with a Certain Supplement Type Certificate (STC)

Released 03/05/2012 Docket # FAA-2011-1420 Effective 03/05/2012.

This AD addresses an existing AD, correcting the incorrect description of the affected STCs in the first sentence of the SUPPLEMENTARY INFORMATION, Discussion selection.

AD: Hawker Beechcraft Corporation Airplanes Equipped with a Certain STC

Released 03/05/2012 Docket # FAA-2011-1420 Effective 03/05/2012.

This AD addresses an existing AD, correcting the incorrect description of the affected STCs in the first sentence of the SUPPLEMENTARY INFORMATION, Discussion selection.

AD: Bombardier, Inc. Airplanes

Released 03/06/2012 Docket # FAA-2011-0992 Effective 04/10/2012.

This AD requires replacing air-driven generator power feeder cables.

AD: Bombardier, Inc. Airplanes

Released 03/06/2012 Docket # FAA-2011-1230 Effective 04/10/2012.

This AD requires modifying the mounting adapters of the power control unit.

AD: The Boeing Company

Released 03/06/2012 Docket # FAA-2008-0107 Effective 04/10/2012.

This AD requires inspections for scribe lines in affected lap and butt splices, wing-to-body fairing locations, and external repair and cutout reinforcement areas.

AD: Rolls-Royce plc (RR)Turbofan Engines

Released 03/07/2012 Docket # FAA-2010-0562 Effective 04/11/2012.

This AD supersedes an existing AD, continues to require those repetitive inspections and follow-on corrective actions, and changes the definition of a shop visit to be less restrictive.

AD: Rolls-Royce plc Turbofan Engines

Released 03/07/2012 Docket # FAA-2011-0959 Effective 04/11/2012.

This AD requires inspecting the front combustion liner head section for cracking, and if found cracked, removing the front combustion liner head section from service at the next shop visit. .

AD: Rolls-Royce plc Turbofan Engines

Released 03/07/2012 Docket # FAA-2009-0201 Effective 04/11/2012.

This AD revises an existing AD, and relaxes the repetitive replacement interval from a 300-hour interval to a 600-hour interval for certain proportional pressure reducing valves on TAE 125-02-99 engines.

AD: Airbus Airplanes

Released 03/13/2012 Docket # FAA-2011-1087 Effective 04/17/2012.

This AD suspends two existing ADs and requires replacing both flight warning computers (FWC).

AD: Burl A. Rogers (Type Certificate Previously Held by William Brad Mitchell and Aeronca, Inc.) Airplanes

Released 03/13/2012 Docket # FAA-2011-0318 Effective 04/17/2012.

This AD requires repetitive inspections of the upper and lower main wing spar cap angles for cracks and/or corrosion and installing inspection access panels.

AD: Pratt & Whitney Turbofan Engines

Released 03/19/2012 Docket # FAA-2007-27023 Effective 04/23/2012.

This AD supersedes an existing AD and requires additional revisions to the JT9D series engines ALS sections of the manufacturer's ICA.

AD: Bombardier, Inc.

Released 03/20/2012 Docket # FAA-2012-0190 Effective 04/04/2012.

This AD requires a general visual inspection for chamfer of the upper edge of each leaf spring, and reworking if necessary. It also requires installing a new friction brake nut.

AD: Empresa Brasileira de Aeronautica S.A. (EMBRAER) Airplanes

Released 03/20/2012 Docket # FAA-2012-0191 Effective 04/04/2012.

This AD requires repetitive inspections for fuel leakage and cracks on the wing spar II, close to the rib 10 area, and repair if necessary.

AD: Eurocopter France Model Helicopters

Released 03/20/2012 Docket # FAA-2011-0454 Effective 04/24/2012.

This AD requires modification of the frequency adapters and the frequency adapter bushes to improve the ventilation in the area on the star arm end on "helicopters operated in hot climatic conditions and/or tropical and damp atmosphere."

AD: Mooney Aviation Company, Inc. (Mooney) Airplanes

Released 03/20/2012 Docket # FAA-2012-0275 Effective 03/20/2012.

This AD supersedes an existing AD applicable to certain Model M20R and M20TN airplanes. This AD retains all of the actions, except the reporting requirement from the previous AD and adds airplane models to the applicability.

AD: Pratt & Whitney (PW) Turbofan Engine

Released 03/20/2012 Docket # FAA-2008-1095 Effective 04/24/2012.

This AD requires initial and repetitive maintenance to the leading edge of cutback fan blades or applying performance decrements as specified in the Airplane Flight Manual.

AD: The Boeing Company Airplanes

Released 03/20/2012 Docket # FAA-2007-27223 Effective 04/24/2012.

This AD requires an inspection of the number 2 windows to determine whether the link arms are in the over-center position, and modifying the link arms of the number 2 window in the flight compartment if necessary. It also requires inspection, and modification if necessary, for airplanes that replace a modified assembly with an unmodified assembly.

AD: The Boeing Company Airplanes

Released 03/20/2012 Docket # FAA-2011-0566 Effective 04/24/2012.

This AD requires modifying the fluid drain path in the leading edge area of the wing.

AD: The Airbus Airplanes

Released 03/21/2012 Docket # FAA-2012-1324 Effective 04/25/2012. This

AD requires replacing a certain aluminum high pressure pipe with a new corrosion resistant stainless steel pipe.

AD: Bombardier, Inc. Airplanes

Released 03/21/2012 Docket # FAA-2011-1088 Effective 04/25/2012.

This AD requires inspecting the structure and gearbox drain paths for blockages by sealant, and removing any blockages

AD: Cessna Aircraft Company Airplanes

Released 03/21/2012 Docket # FAA-2011-1414 Effective 04/25/2012.

This AD requires modification of the drain installation of the tail cone stinger on the aft canted bulkhead, inspections for drains holes in the forward and aft frames, and modification of the drain holes.

AD: Airbus Airplanes

Released 03/23/2012 Docket # FAA-2012-0273 Effective 04/06/2012.

This AD supersedes an existing AD requiring detection and correction of loose unions on the pitot probes and adds airplanes to the AD applicability.

AD: Airbus Airplanes

Released 03/23/2012 Docket # FAA-2012-0272 Effective 04/09/2012.

This AD requires repetitive inspections for cracking at the fastener hole area just above stringer 28, or both left- and right-hand fuselage frame 39.1, and repair if necessary.

AD: Bombardier, Inc. Airplanes

Released 03/23/2012 Docket # FAA-2012-0272 Effective 04/27/2012.

This AD requires changing the wiring that controls the pneumatic shut-off valve.

AD: Pratt & Whitney (PW) Turbofan Engines

Released 03/23/2012 Docket # FAA-2011-1176 Effective 04/27/2012.

This AD establishes a new lower life limit for certain High Pressure Turbine (HPT) 1st stage air seals and their removal from service using a drawdown schedule.

AD: Pratt & Whitney Division Turbofan Engines

Released 03/23/2012 Docket # FAA-2011-1194 Effective 04/27/2012.

This AD requires inspections, cleaning, and engine modifications to address coking in the No. 4 bearing compartment and in the oil pressure and scavenge tubes.

AD: Rolls-Royce Deutschland Ltd & Co KG Turbofan Engines

Released 03/23/2012 Docket # FAA-2012-0288 Effective 03/23/2012.

This AD requires replacement of the HPT spanner retaining nut.

AD: Airbus Airplanes

Released 03/26/2012 Docket # FAA-2011-1087 Effective 03/26/2012.

This AD corrects an existing AD by modifying a table listing affected FWC part numbers.

AD: Airbus Airplanes

Released 03/30/2012 Docket # FAA-2012-0292 Effective 04/16/2012.

This AD requires a detailed inspection for cracked and missing nuts, and replacement of cracked or missing nuts with new nuts.

AD: Airbus Airplanes

Released 03/30/2012 Docket # FAA-2012-0294 Effective 04/16/2012.

This AD requires a rotating probe inspection for cracking of the lower panel bore holes of the center wing box (CWB), and corrective actions if necessary.

AD: Airbus Airplanes

Released 03/30/2012 Docket # FAA-2012-0297 Effective 04/16/2012.

This AD requires performing repetitive high frequency eddy current inspections of the external radius on upper horizontal cruciform fitting at frame 47 on the left- and right-hand sides for cracks, and repair if necessary.

AD: Airbus Airplanes

Released 03/30/2012 Docket # FAA-2012-0295 Effective 04/16/2012.

This AD requires a detailed inspection for abnormalities of the ball lock retainer on the off-wing ramp slides; for closure of the soft cover; for full engagement of the slide release pin; for broken, missing, and improper placement of the safety tie thread on the slide release pin; and for proper functioning of the vent valve; and replacement of the off-wing ramp slides if necessary.

AD: DASSAULT AVIATION Airplanes

Released 03/30/2012 Docket # FAA-2011-1164 Effective 05/04/2012.

This AD requires identifying and replacing certain fuel quantity sensors.

AD: DG Flugzeugbau GmbH Gliders

Released 03/30/2012 Docket # FAA-2012-0017 Effective 05/04/2012.

This AD requires a one-time inspection of the center of gravity (CG) tow hook and its reinforcement.

AD: Goodrich Evacuation Systems Approved Under Technical Standard Order (TSO) TSO-C69b and Installed on Airbus Airplanes

Released 03/30/2012 Docket # FAA-2011-0223 Effective 05/04/2012.

This AD supersedes an existing AD and requires replacement of pressure relief valves on affected Goodrich evacuation systems.

AD: Pilatus Aircraft Ltd. Airplanes

Released 03/30/2012 Docket # FAA-2012-0018 Effective 05/04/2012.

This AD requires the installation of a new locking screw and the modification of the installation of the hinge bolt.

Final Rules, Special Conditions (SCs)

SC: XtremeAir GmbH, XA42; Acrobatic Category Aerodynamic Stability

Released 03/26/2012 Docket # FAA-2011-1387 Effective 04/25/2012.

These special conditions contain additional safety standards associated with its static stability.

Your Two Cents—March 2012

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Hyperlinks provided in blue text take you to the full document.

Notice of Proposed Rulemaking: Office of the Federal Register

Incorporation by Reference

Proposed 03/22/2012 Docket # NARA-12-0002 Comments due 06/01/2012.

This announcement extends the comment period on a petition to amend regulations governing the approval of agency requests to incorporate material by reference into the Code of Federal Regulations.

Notice of Proposed Rulemaking, Airworthiness Directive (NPRM AD)

NPRM AD: The Boeing Company Airplanes

Proposed 03/01/2012 Docket # FAA-2012-0187 Comments due 04/30/2012

This proposed AD would require modifying the fuel quantity indication system (FQIS) wiring or fuel tank system to prevent development of an ignition source inside the center fuel tank.

NPRM AD: Hawker Beechcraft Corporation Airplanes

Proposed 03/02/2012 Docket # FAA-2012-0218 Comments due 04/16/2012.

This proposed AD would require inspecting for oversized or deformed fuel hose clamps and replacing as necessary.

NPRM AD: Pratt & Whitney (PW) Division Turbofan Engines

Proposed 03/02/2012 Docket # FAA-2012-0060 Comments due 05/01/2012.

This proposed AD would require dimensional inspections of 3rd stage vanes and the rear turbine case, inspection of the 4th stage vane at the next Low Pressure Turbine overhaul and removal of vanes with non-conforming airfoil fillet radii and vanes with more than one strip and recoat repair, and disassembly and reassembly of the 2nd stage HPT rotor and 3rd stage LPT rotor at the next HPT and LPT overhauls.

NPRM AD: The Boeing Company Airplanes

Proposed 03/05/2012 Docket # FAA-2010-0480 Comments due 04/19/2012.

This proposed AD modifies an existing proposal by revising the locating dimensions of the bracket and changing the routing of the forward drain tubes.

NPRM AD: BAE SYSTEMS (OPERATIONS) LIMITED Airplanes

Proposed 03/06/2012 Docket # FAA-2012-0189 Comments due 04/20/2012.

This proposed AD would require repetitive high frequency eddy current inspection of the stiffeners on the left-hand sidewall on the nose landing gear bay for cracks

NPRM AD: BAE SYSTEMS (OPERATIONS) LIMITED Airplanes

Proposed 03/06/2012 Docket # FAA-2012-0188 Comments due 04/20/2012.

This proposed AD would require a one-time detailed inspection for cracks, corrosion, and other defects of the rear face of the wing rear spar, and repair if necessary.

NPRM AD: Spectrolab Nightsun XP Searchlight

Proposed 03/08/2012 Docket # FAA-2012-0221 Comments due 04/07/2012.

This proposed AD would require, before further flight, inserting information into the Normal Procedures section of the Rotorcraft Flight Manual and a daily check of the searchlight.

NPRM AD: Eurocopter France Helicopters

Proposed 03/08/2012 Docket # FAA-2012-0222 Comments due 05/08/2012.

This proposed AD would require installation of protection sleeves on affected hydraulic hoses.

NPRM AD: Honeywell International, Inc. Turbofan Engines

Proposed 03/08/2012 Docket # FAA-2012-0195 Comments due 05/08/2012.

This proposed AD would require operational checks of the engine overspeed trip system.

NPRM AD: Piper Aircraft, Inc. (Type Certificate Previously Held by the New Piper Aircraft Inc.) Airplanes

Proposed 03/08/2012 Docket # FAA-2012-0251 Comments due 04/23/2012.

This proposed AD would supersede an existing AD and would require modifying the aircraft data plate to properly identify the airplane model. It would also require a detailed search for all applicable airworthiness related documents that apply to any airplane that has an incorrectly marked data plate and corrective actions based on the search findings.

NPRM AD: SOCATA Airplanes

Proposed 03/08/2012 Docket # FAA-2012-0250 Comments due 04/23/2012.

This proposed AD would require accomplishment of repetitive checks of potentially affected Nose Landing Gears and replacement of the bolt attaching the actuator hinge axle with a serviceable bolt. It would also prohibit installation of a potentially affected NLG, unless the bolt attaching the actuator hinge axle has been replaced with a serviceable bolt and the NLG has been marked with a green varnish line.

NPRM AD: Airbus Airplanes

Proposed 03/15/2012 Docket # FAA-2012-0264 Comments due 04/30/2012.

This proposed AD would require modifying the wiring installation on the right-hand wing.

NPRM AD: Dassault Aviation Airplanes

Proposed 03/15/2012 Docket # FAA-2012-0265 Comments due 04/30/2012.

This proposed AD would supersede an existing AD and require a test of the power distribution control units (PDCU) cards and generator control units (GCU) cards for faulty components, and replacement of any faulty components.

NPRM AD: Airbus Airplanes

Proposed 03/16/2012 Docket # FAA-2012-0192 Comments due 04/30/2012.

This proposed AD would require modifying the fuel pump control circuit for the center fuel tanks for certain airplanes, and center and rear fuel tanks for certain other planes.

NPRM AD: Airbus Airplanes

Proposed 03/16/2012 Docket # FAA-2012-0266 Comments due 04/30/2012.

This proposed AD would require the replacement of certain off-wing slide release cables on the left- and right-hand sides as necessary.

NPRM AD: The Boeing Company Airplanes

Proposed 03/16/2012 Docket # FAA-2010-0036 Comments due 04/30/2012.

This proposed AD would revise an earlier proposed AD by adding an optional preventive modification, which would terminate the inspection requirements for certain airplanes; changing certain repairs; and adding inspections.

NPRM AD: The Boeing Company Airplanes

Proposed 03/16/2012 Docket # FAA-2009-0288 Comments due 04/30/2012.

This proposed AD would revise an earlier proposed AD by including installing new seal disks on the latches in the fuel shutoff valve access door as part of the modification and by specifying that certain inspections are detailed inspections.

NPRM AD: Alpha Aviation Concept Limited (Type Certificate Previously Held by Alpha Aviation Design Limited) Airplanes

Proposed 03/19/2012 Docket # FAA-2012-0279 Comments due 05/13/2012.

This proposed AD would require replacing the oil hose lines and replacing the oil pressure transducer hose and associated hardware.

NPRM AD: Bombardier Inc. Airplanes

Proposed 03/20/2012 Docket # FAA-2012-0267 Comments due 04/04/2012.

This proposed AD would require replacing the timer and monitor unit.

NPRM AD: The Boeing Company Airplanes

Proposed 03/20/2012 Docket # FAA-2012-0268 Comments due 05/04/2012.

This proposed AD would require inspecting for certain serial numberson the left- and right- side horizontal stabilizer identification plate; a detailed inspection for correct bolt protrusion and chamfer of the termination fitting bolts of the horizontal stabilizer rear spar, if necessary; determining if certain bolts are installed and related investigative and corrective actions. It would also require repetitive inspections for cracking of the termination fitting at certain bolt locations, and repair if necessary.

NPRM AD: Airbus Airplanes

Proposed 03/21/2012 Docket # FAA-2012-0291 Comments due 05/07/2012.

This proposed AD would require determining if certain nuts are installed or cracked, and replacing the affected nuts if necessary.

NPRM AD: Bombardier, Inc. Airplanes

Proposed 03/21/2012 Docket # FAA-2012-0293 Comments due 05/07/2012.

This proposed AD would require installing new sensing elements in the main landing gear wheel well and the over wing area, protective blankets on the upper surface of the wing box and fuel tubes, and protecting shields on the rudder quadrant support-beam in the aft equipment compartment.

NPRM AD: Bombardier, Inc. Airplanes

Proposed 03/21/2012 Docket # FAA-2012-0271 Comments due 05/07/2012.

This proposed AD would require replacing the affected parking brake accumulator.

NPRM AD: Fokker Services B.V. Airplanes

Proposed 03/21/2012 Docket # FAA-2012-0270 Comments due 05/07/2012.

This proposed AD would require inspecting and, if necessary, adjusting the torque values of nuts on circuit breakers, contractors and terminal blocks of the electrical power center and battery relay panel. It would also require inspecting for certain and installing the parts if necessary.

NPRM AD: Burkhart GROB Luft- und Raumfahrt GmbH Powered Sailplanes

Proposed 03/23/2012 Docket # FAA-2012-0324 Comments due 05/07/2012.

This proposed AD would require repetitive inspections and, depending on findings, replacement of the nose plate.

NPRM AD: Pratt & Whitney Division Turbofan Engines

Proposed 03/23/2012 Docket # FAA-2012-0079 Comments due 05/22/2012.

This proposed AD would require removing the affected HPT stage 1 front hubs from service using a drawdown plan.

NPRM AD: Bombardier, Inc., Airplanes

Proposed 03/27/2012 Docket # FAA-2012-0298 Comments due 05/11/2012.

This proposed AD would require an external inspection, and if necessary an internal inspection, to determine if certain fuel access panels are installed, and replacement if necessary; optional repetitive inspections for cracking of the fuel access panels. It would also defer the internal inspections; and eventual replacement of affected fuel access panels with new panels.

NPRM AD: Fokker Services B.V. Airplanes

Proposed 03/27/2012 Docket # FAA- 2012-0300 Comments due 05/11/2012.

This proposed AD would require, for all airplanes, applying sealant below the fuel quantity indication system (FQIS) proves in the wing tanks; and for certain airplanes, applying sealant below the FQIS proves in the integral center wing tank. It would also require revising the maintenance program by revising the fuel airworthiness limitations and incorporating critical design configuration control limitations.

NPRM AD: The Boeing Company Airplanes

Proposed 03/27/2012 Docket # FAA- 2012-0299 Comments due 05/11/2012.

This proposed AD would require various repetitive inspections of the main deck side cargo door latch pin fittings, measuring the latch pin, and related investigative and corrective actions if necessary; and modifying the latch pin fitting and installing new latch pins and latch pin fasteners.

NPRM AD: The Boeing Company Airplanes

Proposed 03/28/2012 Docket # FAA- 2012-0299 Comments due 05/14/2012.

This proposed AD would supersede an existing AD, would add airplanes to the applicability and retain the requirements of the existing AD. It would also require, depending on the airplane configuration, installing new braided bonding straps, inspecting to determine if a certain strap is installed and replacing with or installing a braided bonding strap if necessary, measuring the electrical resistance of the bonding straps and verifying that brackets have an acceptable fillet seal.

NPRM AD: Bell Helicopter Textron Canada Helicopters

Proposed 03/29/2012 Docket # FAA-2012-0337 Comments due 05/29/2012.

This proposed AD would require replacement of the tailboom-attachment hardware and initial and recurring determinations of the torque on the all the nuts of the tailboom-attachment bolts.

NPRM AD: Eurocopter France Helicopters

Proposed 03/29/2012 Docket # FAA-2012-0338 Comments due 05/29/2012.

This proposed AD would establish a 12,000 flight hour service life limit for the rotating star installed on Model SA341G helicopters.

NPRM AD: Eurocopter France Helicopters

Proposed 03/29/2012 Docket # FAA-2012-0339 Comments due 05/29/2012.

This proposed AD would require, within 110 hours time-in-service, inspecting the cage of the free wheel assembly for incorrect design and, if a free-wheel cage of incorrect design is installed, before further flight, replacing the affected free-wheel cage with an airworthy free-wheel cage.

NPRM AD: MD Helicopters, Inc

Proposed 03/29/2012 Docket # FAA-2012-0340 Comments due 05/29/2012.

This proposed AD would require, for S-76C model helicopters with serial number 760506 and 760607 through 760812 installing an improved throttle stop and wider trigger on each ECL as specified in Alert Service Bulleting No. 76-76-6A revision A.

Notice of Proposed Rulemaking, Special Conditions (NPRM SC)

NPRM SC: Airbus, A350-900 Series Airplane; Passenger Seats with non-Traditional, Large, Non-Metallic Panels

Proposed 03/26/2012 Docket # FAA-2012-0325 Effective 03/14/2012. Comments due 05/10/2012.

These special conditions would contain additional safety standards, associated with seats that include non-traditional, large, non-metallic panels that would affect survivability during a post-crash fire event.

NPRM SC: Dassault Aviation, Model Falcon 7X Airplanes; Seats with inflatable shoulder straps

Proposed 03/27/2012 Docket # FAA-2012-0344 Effective 03/19/2012. Comments due 05/19/2012.

These special conditions would contain additional safety standards associated with seats with inflatable shoulder straps.

NPRM SC: Airbus, A350-900 Series Airplane; Crew Rest Compartments

Proposed 03/30/2012 Docket # FAA-2012-0343 Comments due 04/14/2012.

These proposed special conditions would contain additional safety standards associated with two separate Crew Rest Compartments: a Flight Crew Rest Compartment intended to be occupied by flight crew members only, and a Cabin Crew Rest Compartment intended to be occupied by cain crew members only.

Final Documents—February 2012

*This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see **Your Two Cents** in this issue. The date shown is the date of FR publication or other official release.*

Hyperlinks provided in blue text take you to the full document. If this link is broken, go to http://www.regulation.gov**. In the keyword or ID field, type "FAA" followed by the docket number.**

Final Rules, Airworthiness Directives (ADs)

AD: Lycoming Engines Reciprocating Engines

02/02/2012 Docket #: FAA-2011-0691 https://federalregister.gov/a/2012-1130

Effective 03/08/2012. This AD rescinds an existing AD for Lycoming Engines model TIO-540-A series reciprocating engines.

AD: The Boeing Company

02/03/2012 Docket #: FAA-2010-1206 https://federalregister.gov/a/2012-2295

Effective 02/03/2012. This AD corrects the airplane manufacturer name stated in the subject line, product identification section, and paragraph (C) of a previous AD.

AD: Aviation Communication & Surveillance Systems (ACSS) Traffic Alert and Collision Avoidance System (TCAS) Units

02/07/2012 Docket #: FAA-2010-1204 https://federalregister.gov/a/2012-2560

Effective 03/13/2012. This AD requires upgrading software for Aviation Communication & Surveillance Systems Traffic Alert and Collision Avoidance System Units.

AD: Cessna Aircraft Company Airplanes

02/07/2012 Docket #: FAA-2011-1245 https://federalregister.gov/a/2012-1451

Effective 03/13/2012. This AD supersedes an existing AD requiring inspections of the fuel return line assembly, by adding serial numbers to the Applicability section.

AD: EADS CASA (Type Certificate Previously Held by Construcciones Aeronauticas, S.A.) Airplanes

02/07/2012 Docket #: FAA-2011-1091 https://federalregister.gov/a/2012-2291

Effective 03/13/2012. This AD requires an inspection to determine the part number of the engine condition control cable, repetitive inspections for excessive wear of the affected engine condition control cable, and replacement of the affected part.

AD: Eurocopter France Helicopters

02/07/2012 Docket #: FAA-2012-0005 https://federalregister.gov/a/2012-1118

Effective 02/22/2012. This AD supersedes an existing AD, by applying the requirements to Model AS332L2 helicopters. This AD also corrects a part description and requires modifying the chip collector and inspecting the chip detector.

AD: Eurocopter France Helicopters

02/07/2012 Docket #: FAA-2012-0086 https://federalregister.gov/a/2012-2418

Effective 02/22/2012. This AD requires repetitive inspections of the tailboom/Fenestron junction frame.

AD: The Boeing Company Airplanes

02/07/2012 Docket #: FAA-2011-1171 https://federalregister.gov/a/2012-2004

Effective 03/13/2012. This AD requires reworking certain air distribution ducts in the environmental control system.

AD: CFM International, S.A. Turbofan Engines

02/09/2012 Docket #: FAA-2011-0946 https://federalregister.gov/a/2012-2893

Effective 03/15/2012. This AD requires removing from service certain serial number fan blades.

AD: CPAC, Inc. Airplanes

02/09/2012 Docket #: FAA-2011-1128 https://federalregister.gov/a/2012-1998

Effective 03/15/2012. This AD supersedes an existing AD and requires repetitive inspections of the elevator spar for cracks and, if cracked, either replacing with a serviceable elevator spar that is free of cracks and/or corrosion or repairing/modifying the elevator spar with an FAA-approved procedure.

AD: Honeywell International Inc. TPE331-10 and TPE331-11 Series Turboprop Engines

02/09/2012 Docket #: FAA-2011-0789 https://federalregister.gov/a/2012-2894

Effective 03/15/2012. This AD requires inspecting certain serial number first stage turbine disks, part numbers 3101520-1 and 3107079-1.

AD: Rolls-Royce plc Turbofan Engines

02/09/2012 Docket #: FAA-2012-0004 https://federalregister.gov/a/2012-2895

Effective 02/24/2012. This AD requires a one-time inspection of the fuel tubes and fuel tube clips for evidence of damage, wear, and fuel leakage.

AD: Superior Air Parts, Lycoming Engines (Formerly Textron Lycoming), and Continental Motors, Inc., Fuel-Injected Reciprocating Engines

02/09/2012 Docket #: FAA-2011-0547 https://federalregister.gov/a/2012-2896

Effective 02/24/2012. This AD supersedes an existing AD, expands the applicability, and changes the compliance interval for all affected Superior Air Parts, Lycoming Engines, and Continental Motors, Inc., fuel-injected reciprocating engines.

AD: Airbus Airplanes

02/13/2012 Docket #: FAA-2012-0112 https://federalregister.gov/a/2012-3116

Effective 02/28/2012. This AD requires modifying the fire extinguishing system from a three-bottle solution with 4-flow metering compact unit to a two-bottles solution with 2-flow metering systems equipped with upgraded water absorbing filter elements.

AD: The Boeing Company Airplanes

02/13/2012 Docket #: FAA-2011-0571 https://federalregister.gov/a/2012-3115

Effective 03/19/2012. This AD requires replacing or modifying the upper and lower rudder power control module.

AD: The Boeing Company Airplanes

02/13/2012 Docket #: FAA-2006-25001 https://federalregister.gov/a/2012-2679

Effective 03/19/2012. This AD requires a one-time inspection to determine the P/N of the aero/fire seals of the blocker doors on the thrust reverser torque boxes on the engines, and replacing affected aero/fire seals with new, improved aero/fire seals.

AD: Turbomeca S.A. Turboshaft Engines

02/14/2012 Docket #: FAA-2009-0889 https://federalregister.gov/a/2012-3255

Effective 03/20/2012. This AD supersedes an existing AD and requires inspection and possible replacement of the hydro-mechanical metering units.

AD: Eurocopter Deutschland Model EC135 Helicopters

02/15/2012 Docket #: FAA-2011-0453 https://federalregister.gov/a/2012-3184

Effective 03/21/2012. This AD reintroduces a synchronization procedure for pilots to prevent a parameter discrepancy from arising and sustain the automatic engine control.

AD: Airplanes Originally Manufactured by Lockheed for the Military as P2V Airplanes

02/16/2012 Docket #: FAA-2012-0107 https://federalregister.gov/a/2012-3618

Effective 03/02/2012. This AD requires cleaning the forward lower spar cap between wing stations 40 and 84.5 (right and left), and doing a detailed inspection for cracks, working fasteners, and other anomalies, including surface damage in the form of a nick, gouge, or corrosion; and repairing if necessary.

AD: The Boeing Company Airplanes

02/17/2012 Docket # FAA-2011-0725 https://federalregister.gov/a/2012-2973

Effective 03/23/2012. This AD requires certain wiring changes, installing a new relay and necessary wiring in the cabin air conditioning and temperature control system, and performing an operational test of the cooling pack system.

AD: Bombardier Inc., Airplanes

02/17/2012 Docket # FAA-2011-1092 https://federalregister.gov/a/2012-2974

Effective 03/23/2012. This AD requires an inspection to determine if a certain oxygen cylinder and regulator assemblies (CRAs) are installed and the replacement of oxygen CRAs containing pressure regulators having a certain part number.

AD: Lycoming Engines Reciprocating Engines

02/21/2012 Docket # FAA-2011-0533 https://federalregister.gov/a/2012-3862

Effective 03/27/2012. This AD requires removing certain “machined-from-billet” Volare LLC (formerly Precision Airmotive Corporation, formerly Facet Aerospace Products Company, formerly Marvel-Schebler (BorgWarner)) HA-6 carburetors, inspecting for a loose mixture control sleeve or for a sleeve that may become loose, repairing the carburetor, or replacing the carburetor with one eligible for installation.

AD: Rolls-Royce plc (RR) RB211-Trent 800 Series Turbofan Engines

02/22/2012 Docket # FAA-2010-0755 https://federalregister.gov/a/2012-3863

Effective 03/28/2012. This AD supersedes an existing AD, reducing the life limits of additional critical engine parts.

AD: Various Transport Category Airplanes

02/22/2012 Docket # FAA-2010-0956 https://federalregister.gov/a/2012-3973

Effective 03/28/2012. This AD revises a proposed AD to extend the time an airplane may be operated with certain missing ashtrays.

AD: CFM International S.A. Model CFM56 Turbofan Engines

02/24/2012 Docket # FAA-2008-1245 https://federalregister.gov/a/2012-4285

Effective 02/24/2012. This AD corrects Table 1, HPC 4-9 spool serial number GWN05AMO in the second column in an existing AD.

AD: General Electric Company (GE) Turbofan Engines

02/24/2012 Docket # FAA-2006-25738 https://federalregister.gov/a/2012-4284

Effective 03/30/2012. This AD supersedes an existing AD requiring the removal of the affected electronic control unit ECUs from service.

AD: Bombardier, Inc. Airplanes

02/29/2012 Docket # FAA-2011-0994 https://federalregister.gov/a/2012-4449

Effective 04/4/2012. This AD supersedes an existing AD by adding a new modification of the main landing gear door configuration, and removing certain airplanes from the applicability.

AD: Bombardier, Inc. Airplanes

02/29/2012 Docket # FAA-2011-1227 https://federalregister.gov/a/2012-3892

Effective 04/4/2012. This AD requires revising the maintenance program to incorporate the discard task for outboard wing aileron pulleys.

AD: DASSAULT AVIATION Airplanes

02/29/2012 Docket # FAA-2011-1166 https://federalregister.gov/a/2012-3908

Effective 04/4/2012. This AD revises the maintenance program to include revised airworthiness limitations.

AD: Fokker Services B.V. Airplanes

02/29/2012 Docket # FAA-2011-1067 https://federalregister.gov/a/2012-4437

Effective 04/4/2012. This AD requires a detailed inspection of tritium exit signs and emergency lighting strips, and replacement if necessary.

AD: Mooney Aviation Company, Inc. (Mooney) Airplanes

02/29/2012 Docket # FAA-2012-0182 https://federalregister.gov/a/2012-4176

Effective 02/29/2012. This AD requires inspecting the tail pitch trim assembly for correct positioning and proper attachment and inspecting the Huck Bolt fasteners for proper security with repair as necessary.

AD: The Boeing Company Airplanes

02/29/2012 Docket # FAA-2010-1311 https://federalregister.gov/a/2012-4428

Effective 04/4/2012. This AD supersedes an existing AD by requiring additional inspections for certain airplanes.

AD: The Boeing Company Airplanes

02/29/2012 Docket # FAA-2010-0030 https://federalregister.gov/a/2012-4429

Effective 04/4/2012. This AD requires repetitive inspections for corrosion and cracking in front spar lower chord, and corrective actions if necessary.

Your Two Cents—February 2012

This is your chance to provide input on rules and policies that will affect you. Agencies must provide the public notice and an opportunity for comment before their rules or policies change. Your input matters. Comments should be received before the indicated due date; however, agencies often consider comments they receive before drafting of the final document begins.

Hyperlinks provided in blue text take you to the full document

Proposed Rules

Notice of Proposed Rulemaking (NPRM): Rules of Practice in Air Safety Proceedings; Rule Implementing the Equal Access to Justice Act of 1980

02/09/2012 Docket #: NTSB-GC-2011-0001 https://federalregister.gov/a/2012-2278

Comments due 04/09/2012. This proposed rule would amend regulations governing the review of Federal Aviation Administration certificate revocation actions.

Advisory Circular (AC): Public Aircraft Operations

02/13/2012 Docket #: FAA-2012-0156 https://federalregister.gov/a/2012-3254

Comments due 04/13/2012. This AC announces the availability of a proposed revision to AC 00-1.1 regarding public aircraft operations.

Proposed Rules, Airworthiness Directives

Supplemental NPRM AD: The Boeing Company Airplanes

02/02/2012 Docket #: FAA-2009-0607 https://federalregister.gov/a/2012-2301

Comments due 03/19/2012. This proposed AD revises an earlier proposal by adding repetitive open hole high frequency eddy current inspections for cracking in the forward and aft tension tie channels, and repair if necessary. It also reduces the initial compliance time for stage 2 inspections.

NPRM AD: Sikorsky Aircraft Corporation Helicopters

02/03/2012 Docket #: FAA-2012-0085 https://federalregister.gov/a/2012-2421

Comments due 04/03/2012. This proposed AD would require replacing each forward and aft fuel system 40 micron fuel filter element with a 10 micron fuel filter element.

NPRM AD: Bell Helicopter Textron Canada Limited Helicopter

02/03/2012 Docket #: FAA-2012-0084 https://federalregister.gov/a/2012-2422

Comments due 04/03/2012. This proposed AD would require removing and replacing the left upper bolt, washers, and nut. It would also require determining, after installing the hardware, the torque of each nut until torque stabilizes at each attachment location.

NPRM AD: Bell Helicopter Textron Canada, Limited (Bell) Helicopter

02/03/2012 Docket #: FAA-2012-0087 https://federalregister.gov/a/2012-2427

Comments due 04/03/2012. This proposed AD would require determining the date of the Supplemental Type Certificate installation, determining whether each helicopter has a turbine outlet temperature (TOT) indicator unit with an internal over-temperature warning light. If an unfiltered TOT indicator over-temperature warning light is installed, this AD would require installing an Night Vision Imaging System filter.

NPRM AD: Bell Helicopter Textron, Inc., Helicopters

02/03/2012 Docket #: FAA-2012-0082 https://federalregister.gov/a/2012-2419

Comments due 04/03/2012. This proposed AD would require creating a component history card or equivalent record and begin recording the number of accumulated landings for each high aft crosstube assembly; installing "caution" decals regarding towing of a helicopter at or above 8,900 pounds; confirming the crosstube is within the horizontal deflection limits and replacing it if it is not; recurring fluorescent penetrant inspection of each crosstube and upper center support for a crack, any corrosion, nick, scratch, dent, or any other damage. It would also require repairing damaged crosstubes and upper center supports that are within acceptable limits, reworking crosstubes by bonding on abrasion strips, and replacing each unairworthy crosstube with an airworthy crosstube.

NPRM AD: Airbus Airplanes

02/07/2012 Docket #: FAA-2012-0038 https://federalregister.gov/a/2012-2678

Comments due 03/23/2012. This proposed AD would require an inspection to determine if a certain fuel quantity indication computer (FQIC) is installed, replacement of identified FQICs, and modification of the associated wiring.

NPRM AD: Bombardier Inc. Airplanes

02/09/2012 Docket #: FAA-2012-0109 https://federalregister.gov/a/2012-3031

Comments due 03/26/2012. This proposed rule would supersede an existing AD and extend reporting inspection results.

NPRM AD: The Boeing Company Airplanes

02/09/2012 Docket #: FAA-2012-0110 https://federalregister.gov/a/2012-3036

Comments due 03/26/2012. This proposed rule would revise the maintenance program to incorporate certain limitations.

NPRM AD: The Boeing Company Airplanes

02/09/2012 Docket #: FAA-2012-0108 https://federalregister.gov/a/2012-2976

Comments due 03/26/2012. This proposed rule would supersede an existing AD requiring inspection for cracks of the outboard hinge fitting assemblies, would reduce compliance times for Model 767-400ER series airplanes, and would revise the applicability to include an additional airplane.

NPRM AD: Airbus Airplanes

02/10/2012 Docket #: FAA-2012-0111 https://federalregister.gov/a/2012-3105

Comments due 03/26/2012. This proposed rule would require performing a detailed inspection for degradation of the bogie pivot pins and pivot pin bushes of the main and central landing gear for any cracks and damage, and repairing or replacing bogie pivot pins and pivot pin bushes, if necessary.

NPRM AD: European Deutschland GMBH Helicopters

02/10/2012 Docket #: FAA-2012-0101 https://federalregister.gov/a/2012-3187

Comments due 04/10/2012. This proposed rule would require installing a placard that corresponds to the maximum flight altitude, amending the Rotorcraft Flight Manual (RFM) to revise the maximum permissible operating altitude, and inserting revised performance charts into the RFM. It would require a repetitive maintenance "MAX N1 CHECK" to determine the appropriate maximum altitudes. It would also require, if the engine or a fuel control unit or module 2 or 3 is replaced, repeating the maintenance "Max N1 CHECK." Finally, the proposed AD specifies that modifying both engines would provide terminating actions.

NPRM AD: Fokker Services B.V. Airplanes

02/14/2012 Docket #: FAA-2012-0141 https://federalregister.gov/a/2012-3387

Comments due 03/30/2012. This proposed AD would require implementing new abnormal procedures for hydraulics in the airplane flight manual.

NPRM AD: Fokker Services B.V. Airplanes

02/21/2012 Docket # FAA-2012-0143 https://federalregister.gov/a/2012-3906

Comments due 04/06/2012. This proposed AD would supersede an existing AD, and revise the maintenance program to incorporate the limitations, tasks, thresholds, and intervals specified in that Fokker MRB document.

NPRM AD: Honeywell International Inc. Turbofan Engines

02/21/2012 Docket # FAA-2011-1045 https://federalregister.gov/a/2012-3861

Comments due 04/23/2012. This proposed AD would require replacing affected low-pressure turbine rotor assemblies.

NPRM AD: Rolls-Royce Deutschland Ltd & Co KG (RRD) Turbofan Engines

02/21/2012 Docket # FAA-2008-0224 https://federalregister.gov/a/2012-3864

Comments due 04/23/2012. This proposed AD would rescind an AD regarding published life limits for certain high pressure turbine stage 1 discs for certain RRD turbofan engines.

NPRM AD: Turbomeca S.A. Turboshaft Engines

02/21/2012 Docket # FAA-2012-0057 https://federalregister.gov/a/2012-3860

Comments due 04/23/2012. This proposed AD would require replacing one of the two digital engine control unit (DECUs).

NPRM AD: Airbus Airplanes

02/22/2012 Docket # FAA-2012-0144 https://federalregister.gov/a/2012-4163

Comments due 04/09/2012. This proposed AD would require replacing any cracked hood halves of fuel pump canisters.

NPRM AD: Bombardier, Inc. Airplanes

02/22/2012 Docket # FAA-2012-0145 https://federalregister.gov/a/2012-4160

Comments due 04/09/2012. This proposed AD would require inspections to determine if certain oxygen pressure regulators are installed and replacing pressure regulators that do not meet the required material properties. It would also require repairing or replacing damaged wiring if necessary.

NPRM AD: The Boeing Company Airplanes

02/22/2012 Docket # FAA-2012-0145 https://federalregister.gov/a/2012-4161

Comments due 04/09/2012. This proposed AD would supersede an existing AD requiring revisions to the Airworthiness Limitations Section by incorporating new limitations and adding airplanes to the applicability.

NPRM AD: The Boeing Company Airplanes

02/22/2012 Docket # FAA-2012-0149 https://federalregister.gov/a/2012-4002

Comments due 04/09/2012. This proposed AD would require repetitive external phased-array ultrasonic inspections to detect cracks of the affected fuselage skin lap splices in Sections 41, 43, and 44.

NPRM AD: The Boeing Company Airplanes

02/22/2012 Docket # FAA-2012-0147 https://federalregister.gov/a/2012-4162

Comments due 04/09/2012. This proposed AD would supersede an existing AD, by adding a dye penetrant inspection for cracking of the rivet holes of the bushing plate and repair or replacement, if necessary. For certain airplanes, it would require replacing the existing bushing with a new bushing and deactivation pin, and installing a new or serviceable stowage bracket for the deactivation pins on all airplanes powered by Pratt & Whitney JT9D series engines.

NPRM AD: Airbus Airplanes

02/23/2012 Docket # FAA-2012-0150 https://federalregister.gov/a/2012-4209

Comments due 04/09/2012. This proposed AD would require inspecting to determine if certain angle of attack (AOA) probes are installed, and replacement if necessary.

NPRM AD: Airbus Airplanes

02/23/2012 Docket # FAA-2012-0152 https://federalregister.gov/a/2012-4208

Comments due 04/09/2012. This proposed AD would require performing a detailed inspection of the outer skin rivets at the frame fork ends of the forward and aft cargo door for sheared, loose, and missing rivets, repairing the outer skin rivets, if necessary, and performing repetitive inspections.

NPRM AD: Pratt & Whitney (PW) Models PW4074 and PW4077 Turbofan Engines

02/24/2012 Docket # FAA-2010-1095 https://federalregister.gov/a/2012-4286

Comments due 04/24/2012. This proposed AD would supersede an existing AD requiring removal of the 15th stage high pressure compressor (HPC) disk within 12,000 cycles since new (CSN). It would clarify that 15th stage HPC disks that have accumulated more than 9,685 CSN require a borescrope inspection or eddy current inspection of the disk outer rim front rail for cracks prior to accumulating 12,000 CSN.

NPRM AD: Rolls-Royce Deutschland Ltd & Co KG Turbofan Engines

02/24/2012 Docket # FAA-2012-0008 https://federalregister.gov/a/2012-4287

Comments due 04/24/2012. This proposed AD would require initial and repetitive fluorescent penetrant inspections of certain part number and serial number low pressure compressor booster rotors and rework or replacement of them as terminating action to the repetitive inspections.

NPRM AD: Pratt & Whintey Canada, Auxiliary Power Units

02/27/2012 Docket # FAA-2012-0071 https://federalregister.gov/a/2012-4448

Comments due 04/27/2012. This proposed AD would require modifications of the rear gas generator case, exhaust duct support, and turbine exhaust duct flanges.

NPRM AD: The Boeing Company Airplanes

02/27/2012 Docket # FAA-2012-0183 https://federalregister.gov/a/2012-4382

Comments due 04/12/2012. This proposed AD would require modifying center overhead stowage boxes by installing new brackets, stiffeners, and hardware as needed.

NPRM AD: Various Transport Category Airplanes

02/27/2012 Docket # FAA-2012-0102 https://federalregister.gov/a/2012-4031

Comments due 04/12/2012. This proposed AD would supersede an existing AD by requiring installing a supplemental oxygen system in affected lavatories, as a terminating action.

NPRM AD: The Boeing Company Airplanes

02/28/2012 Docket # FAA-2012-0186 https://federalregister.gov/a/2012-4645

Comments due 04/13/2012. This proposed AD would require modifying the anti-icing system for the angle of attack sensor, the total air temperature, and the pitot probes.

NPRM AD: Saab AB, Saab Aerosystems Airplanes

02/28/2012 Docket # FAA-2012-0184 https://federalregister.gov/a/2012-4646

Comments due 04/13/2012. This proposed AD would require performing certain detailed inspections for corrosion of the electrical and electronics installation, and if corrosion is found, repairing each affected harness braid or replacing each affected component and/or wiring harness.

NPRM AD: Eurocopter France Helicopters

02/28/2012 Docket # FAA-2012-0177 https://federalregister.gov/a/2012-4606

Comments due 04/13/2012. This proposed AD would require revising the limitations section of the Rotorcraft Flight Manual by inserting the following statement into the limitation section: “The VIP 4-seat bench, part number 365V85-0045 or 365V85-0046-01, is limited to 3 passengers.”

NPRM AD: Airbus Airplanes

02/28/2012 Docket # FAA-2012-0185 https://federalregister.gov/a/2012-4644

Comments due 04/13/2012. This proposed AD would require repetitive inspections for cracking of the left-hand and right-hand wing Maining Landing Gear rib 5 aft bearing forward lugs and repair if necessary.

NPRM AD: 328 Support Services GmH (Type Certificate Previously Held by AvCraft Aerospace GmbH; Fairchild Dornier GmbH; Dornier Luftfahrt GmbH) Airplanes

02/29/2012 Docket # FAA-2012-0912 https://federalregister.gov/a/2012-4362

Comments due 04/4/2012. This proposed AD would require a modification of the engine control box assembly.

Final Documents—January 2012

*This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see **Your Two Cents** in this issue. The date shown is the date of FR publication or other official release.*

Hyperlinks provided in blue text take you to the full document. If this link is broken, go to http://www.regulation.gov**. In the keyword or ID field, type "FAA" followed by the docket number.**

Airworthiness Directive (AD): Saab AB, Saab Aerosystem Airplanes

1/03/2012 Docket # FAA-2011-1062 http://federalregister.gov/a/2011-33565

Effective 02/07/2012. This AD supersedes an existing AD and requires replacement of the separation bolt harness.

AD: Dassault Aviation Airplanes

1/03/2012 Docket # FAA-2011-1061 http://federalregister.gov/a/2011-33569

Effective 02/07/2012. This AD requires replacement of affected ram air turbine transformer rectifier units.

AD: The Boeing Company

1/06/2012 Docket # FAA-2008-0415 http://federalregister.gov/a/2011-33351

Effective 2/10/2012. This AD requires repetitive inspections, lubrications, and overhauls of the ball nut and ballscrew and attachment (Gimbal) fittings for the trip actuator of the horizontal stabilizer; various modifications; and corrective actions.

AD: Enstrom Helicopter Corporation Helicopters

1/06/2012 Docket # FAA-2011--1382 http://federalregister.gov/a/2011-32895

Effective 1/23/2012. This AD requires modifying the lateral and longitudinal trim actuator assemblies by replacing the actuator and limit switch bracket to provide a positive stop for the trim actuator.

AD: Rolls-Royce plc (RR) RB211-524 Series Turbofan Engines

1/09/2012 Docket # FAA-2009-0162 http://federalregister.gov/a/2012-134

Effective 2/13/2012. This AD requires initial and repetitive borescope inspections of the head section and meter panel assembly of the combustion liner, and replacement if necessary. It also expands the applicability to include part numbers (P/N) of additional combustion liners.

AD: Turbomeca Turboshaft Engines

1/09/2012 Docket # FAA-2010-0710 http://federalregister.gov/a/2012-79

Effective 1/17/2012. This AD corrects the preamble and the regulatory text of a previously published AD.

Special Condition (SC): Pratt and Whitney Canada Model PW210S Turboshaft Engine

1/12/2012 SC #: 33-008-SC http://federalregister.gov/a/C1-2011-14113

This SC corrects document 2011-14113 on page 33981-33982 of the *Federal Register*, Friday, Jun 10, 2011. On page 33981, in the first column, in the heading, Special Conditions No. "33-008-SCI" should read "33-008-SC."

AD: Hawker Beechcraft Corporation Models 1900, 1900C, and 1900D Airplanes

1/18/2012 Docket # FAA-2012-0014 http://www.gpo.gov/fdsys/pkg/FR-2012-01-18/html/2012-604.htm

Effective 01/18/2012. Comments due 3/05/2012. This AD requires inspecting the elevator bob-weight and attaching linkage for correct installation and for damage or deformation to the weight and/or weight bracket.

AD: The Boeing Company Airplanes

1/18/2012 Docket # FAA-2009-1221 http://www.gpo.gov/fdsys/pkg/FR-2012-01-18/html/2012-468.htm

Effective 2/22/2012. This AD requires installing new panel assemblies in the main equipment center or on the forward cargo compartment sidewall and removing certain relays from some panels in the main equipment center. This AD also includes an alternative location for the installation of the new panel assemblies for airplanes that have the optional water system drain plumbing and changing the interconnecting wiring between the P141 panel and the P36 and P37 panels.

SCs: Gulfstream Aerospace Corporation, Model GVI Airplane; Rechargeable Lithium Batteries and Rechargeable Lithium-Battery Systems

1/18/2012 Docket # FAA-2012-0015 http://www.gpo.gov/fdsys/pkg/FR-2012-01-18/html/2012-798.htm

Effective 03/05/2012. These SCs address the installation of rechargeable lithium batteries and systems.

AD: BRP-Powertrain GMBH & CO KG Rotax Reciprocating Engines

01/23/2012 Docket # FAA-2011-1022 https://federalregister.gov/a/2012-1133

Effective 02/27/2012. This AD requires replacing fuel pressure regulators.

AD: General Electric Company Turbofan Engines

01/23/2012 Docket # FAA-2011-0599 https://federalregister.gov/a/2012-1132

Effective 02/27/2012. This AD requires removing all center vent duct (CVD) support assemblies and any fan drive shaft on the affected engines if wear is found on either the CVD support ring or the fan drive shaft.

AD: Agusta S.p.A Helicopters

01/24/2012 Docket # FAA-2011-1454 https://federalregister.gov/a/2012-366

Effective 02/08/2012. This AD requires repetitive inspections of the elevator upper skin in the area of the fourth rib, and if a crack is found, replacing or contacting Agusta for an approved repair.

AD: Eurocopter France (ECF) Model AS350B, B1, B2, B3, BA, and D; and AS355E, F, F1, F2, and N Helicopters

01/24/2012 Docket # FAA-2011-0923 https://federalregister.gov/a/2012-365

Effective 02/08/2012. This AD supersedes an existing AD, and requires modifying the upper and lower fin attachment.

AD: 328 Support Services GmbH Airplanes

01/25/2012 Docket # FAA-2011-0995 https://federalregister.gov/a/2012-1126

Effective 02/29/2012. This AD requires revising the airplane maintenance program by incorporating certain certification maintenance requirements tasks.

AD: Cirrus Design Corporation Airplanes

01/25/2012 Docket # FAA-2011-1212 https://federalregister.gov/a/2012-1122

Effective 02/29/2012. This AD requires inspection and modification of the air box flange welds and slots and installation of induction system air box seals as applicable.

AD: The Boeing Company Airplanes

01/25/2012 Docket # FAA-2011-1063 https://federalregister.gov/a/2012-838

Effective 02/29/2012. This AD requires installing cargo bulkhead supports, ceiling supports, a secondary dam support, drainage tubing, and ceiling panels to the forward lower lobe in the forward cargo compartment.

AD: The Boeing Company Airplanes

01/25/2012 Docket # FAA-2011-0219 https://federalregister.gov/a/2012-1125

Effective 02/29/2012. This AD requires modifying the door latch fitting and witness mark placards of the off-wing escape slide systems; replacing the bearings and lockbase retainer in the door latch assembly, relocating and adjusting the sensor target and the sensor proximity switch, and testing to ensure positive door locking, and corrective action if necessary. It also requires installing a bumper assembly and placards.

AD: Thielert Aircraft Engines GmbH Reciprocating Engines

01/27/2012 Docket #: FAA-2011-0956 https://federalregister.gov/a/2012-1607

Effective 03/02/2012. This AD requires on all TAE 125-02-99 and TAE 125-02-114 reciprocating engines, replacing the friction disk, P/N 05-7211-K010201.

AD: Rolls-Royce plc (RR) RB211-535 Series Turbofan Engine

01/31/2012 Docket # FAA-2009-0994 https://federalregister.gov/a/2012-1954

Effective 03/06/2012. This AD supersede an existing AD; it continues to require inspections, but changes the definition of a shop visit.

AD: Bombardier, Inc. Airplanes

01/31/2012 Docket # FAA-2012-0037 https://federalregister.gov/a/2012-1993

Effective 02/15/2012. This AD requires an inspection of a certain alternating current power wire bundle for damage. Additionally, it requires segregating the wire bundle into two wire bundles and installing Teflon tubing.

AD: General Electric Company Turbofan Engines

01/31/2012 Docket # FAA-2010-068 https://federalregister.gov/a/2012-1953

Effective 03/06/2012. This AD adds an optional LPT rotor stage 3 disk removal after a failed HPT blade borescope inspection (BSI) or a failed engine core vibration survey, establishes a new lower life limit for the affected LPT rotor stage 3 disks, and requires removing these disks from service at times determined by a drawdown plan.

Your Two Cents—January 2012

This is your chance to provide input on rules and policies that will affect you. Agencies must provide the public notice and an opportunity for comment before their rules or policies change. Your input matters. Comments should be received before the indicated due date; however, agencies often consider comments they receive before drafting of the final document begins.

Hyperlinks provided in blue text take you to the full document

NPRM AD: Honeywell International Inc. Turbofan Engines

1/09/2012 Docket # FAA-2011-0945 http://federalregister.gov/a/2012-80

Comments due 3/09/2012. This proposed AD would require removing and inspecting certain LPT2 rotor blades.

NPRM AD: Agusta S.p.A. Helicopters

1/11/2012 Docket # FAA-2011-1453 http://federalregister.gov/a/2012-00367

Comments due 3/09/2012. This proposed AD would require inspecting the link assembly for freedom of movement while it is installed on the helicopter.

NPRM AD: DG Flugzeugbau GmbH Gliders

1/17/2012 Docket # FAA-2012-0017 http://federalregister.gov/a/2012-00744

Comments due 3/02/2012. This proposed AD would require an inspection of the center of gravity (CG) tow hook bulkhead for damage and reinforce the bulkhead.

NPRM AD: DG Flugzeugbau GmbH Sailplanes

1/17/2012 Docket # FAA-2012-1342 http://federalregister.gov/a/2012-00745

Comments due 3/02/2012. This proposed AD would require inspecting the rear cockpit headrest securing rope to determine the length, and replacement as necessary.

NPRM AD: Pilatus Aircraft Ltd. Airplanes

1/17/2012 Docket # FAA-2011-0018 http://federalregister.gov/a/2012-00746

Comments due 3/02/2012. This proposed AD would require the installation of a new locking screw and the modification of the installation of the hinge bolt.

NPRM AD: Bombardier, Inc. Airplanes

01/19/2012 Docket # FAA-2011-1418 http://www.gpo.gov/fdsys/pkg/FR-2012-01-19/html/2012-854.htm

Comments due 03/05/2012. This proposed AD would require installing spring clips and repositioning the lanyard attachment points at the forward end and the forward fire floor of the lower cowl.

NPRM AD: Bombardier, Inc. Airplanes

01/19/2012 Docket # FAA-2011-1416 http://www.gpo.gov/fdsys/pkg/FR-2012-01-19/html/2012-857.htm

Comments due 03/05/2012. This proposed AD would require an inspection to determine if certain oxygen pressure regulators are installed, and replacement of oxygen cylinder and regulator assemblies (CRAs) containing pressure regulators that do not meet required material properties.

NPRM AD: Cessna Aircraft Company Airplanes

01/19/2012 Docket # FAA-2011-1416 http://www.gpo.gov/fdsys/pkg/FR-2012-01-19/html/2012-855.htm

Comments due 03/05/2012. This proposed AD would require an inspection of the torque lug and surrounding components (wheel base, side rim, lock ring) for damage, and of the bearing cup for corrosion, turned cup, or clearance that exceeds limits, and repair as applicable; measuring the torque lugs for width and replacing screws and inserts with new, improved screws and inserts; and re-identifying the wheel assemblies.

NPRM AD: The Boeing Company Airplanes

01/19/2012 Docket # FAA-2011-1415 http://www.gpo.gov/fdsys/pkg/FR-2012-01-19/html/2012-858.htm

Comments due 03/05/2012. This proposed AD would require repetitive inspections for cracking of the aft face of the left and right rib hinge bearing lugs of the center section of the horizontal stabilizer; and crack measurement, repairs, and installation of a new center section rib if necessary.

NPRM AD: The Boeing Company Airplanes

01/19/2012 Docket # FAA-2011-1417 http://www.gpo.gov/fdsys/pkg/FR-2012-01-19/html/2012-856.htm

Comments due 03/05/2012. This proposed AD would require doing a general visual inspection of the housing assembly of the packboard release mechanism to determine if its surface treatment has been sealed, and if unsealed, replacing the housing assembly with a new or serviceable housing assembly.

NPRM AD: The Boeing Company Airplanes

01/19/2012 Docket # FAA-2011-1419 http://www.gpo.gov/fdsys/pkg/FR-2012-01-19/html/2012-859.htm

Comments due 03/05/2012. This proposed AD would add repetitive inspections for cracking using different inspection methods and would inspect additional areas, and corrective actions if necessary. It also requires additional repairs to previously repaired areas and repetitive inspections for loose fasteners and replacement if necessary in certain previously repaired areas. It would also reduce and extend compliance times.

NPRM AD: Glasflugel Gliders

01/19/2012 Docket # FAA-2012-0046 http://www.gpo.gov/fdsys/pkg/FR-2012-01-19/html/2012-928.htm

Comments due 03/05/2012. This proposed AD would require an inspection and replacement of the elevator control rod in the vertical fin with an elevator control rod that does not have a control bore hole.

NPRM AD: Agusta S.p.A. Helicopters

01/20/2012 Docket # FAA-2012-0013 http://federalregister.gov/a/2012-01121

Comments due 03/27/2012. This proposed AD would require replacing each affected generator control unit.

NPRM AD: Airbus Airplanes

01/20/2012 Docket # FAA-2012-0033 http://federalregister.gov/a/2012-01131

Comments due 03/05/2012. This proposed AD would require prohibiting in-flight use of the green electrical motor pump; revising the airplane flight manual limitations sections; installing a placard in the cockpit overhead panel; doing a one-time general visual inspection for correct conditions and installation of hydraulic pressure hoses, electrical conduits, feeder cables, and associated clamping devices; and corrective action if necessary.

NPRM AD: Rolls-Royce plc (RR) Turbofan Engines

01/20/2012 Docket # FAA-2007-28059 http://federalregister.gov/a/2012-01128

Comments due 03/27/2012. This proposed AD would supersede an existing AD that requires inspecting the intermediate-pressure compressor rotor shaft rear balance land for cracks, which could lead to engine failure.

NPRM AD: Turbomeca S.A. Turboshaft Engines

01/20/2012 Docket # FAA-2012-0010 http://federalregister.gov/a/2012-01129

Comments due 03/27/2012. This proposed AD would require removing the affected power turbine (PT) blades from service on or before reaching a new reduced life limit for those certain PT blades.

NPRM AD: Bombardier, Inc. Airplanes

01/23/2012 Docket # FAA-2012-0036 https://federalregister.gov/a/2012-1210

Comments due 03/08/2012. This proposed AD would require a detailed inspection for defects and damage of the retract port flexible hose on the left and right main landing gear retraction actuator, and replacement, if needed.

NPRM AD: Bombardier, Inc. Airplanes

01/23/2012 Docket # FAA-2012-0034 https://federalregister.gov/a/2012-1197

Comments due 03/08/2012. This proposed AD would require replacing and changing the routing of the flexible oxygen hose of the third crew person oxygen line and modifying the entrance compartment assembly.

NPRM AD: The Boeing Company Airplanes

01/23/2012 Docket # FAA-2012-0035 https://federalregister.gov/a/2012-1202

Comments due 03/08/2012. This proposed AD would require repetitive inspections for cracking, corrosion damage, and any other irregularity of the lower main sill inner chord and surrounding structure, and repair if necessary.

NPRM AD: Pilatus Aircraft Ltd. Airplanes

01/31/2012 Docket # FAA-2010-068 https://federalregister.gov/a/2012-1953

Comments due 03/02/2012. This AD corrects an NPRM that was published in the federal register. The Docket Number in the heading, in the Supplementary Information section, and in the Part 39—Airworthiness Directive section is incorrect. In all other respects, the original document remains the same.