

**The Boeing Company:** Docket No. FAA–2011–0033; Directorate Identifier 2010–NM–019–AD.

#### Comments Due Date

(a) We must receive comments by March 18, 2011.

#### Affected ADs

(b) None.

#### Applicability

(c) This AD applies to The Boeing Company Model 777–200 series airplanes, certificated in any category; as identified in Boeing Service Bulletin 777–23–0142, dated November 25, 2003.

#### Subject

(d) Air Transport Association (ATA) of America Code 23: Communications.

#### Unsafe Condition

(e) This AD results from an in-flight entertainment (IFE) systems review. We are proposing this AD to ensure that the flightcrew is able to turn off electrical power to the IFE system and other non-essential electrical systems through a switch in the flight compartment in the event of smoke or flames. The flightcrew's inability to turn off electrical power to the IFE system and other non-essential electrical systems in the event of smoke or flames could result in the inability to control smoke or flames in the airplane flight deck or passenger cabin during a non-normal or emergency situation.

#### Compliance

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

#### Modification

(g) Within 60 months after the effective date of this AD: Remove the cabin area control panels; change the wiring; install new cabin area control panels; modify the purser station or A–4 galley, as applicable; install new cabin system management unit, cabin area control panel, overhead electronics unit, and zone management units operational software, as applicable; and make a change to the cabin services system (CSS) configuration database and install the new database in the CSS components; in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777–23–0142, dated November 25, 2003.

**Note 1:** Boeing Service Bulletin 777–23–0142, dated November 25, 2003, refers to Jamco Service Letter SL–K0789, dated June 10, 1997, as an additional source of guidance for modification of the cabin system control panel compartment for airplanes in Group 4 (as identified in Boeing Service Bulletin 777–23–0142, dated November 25, 2003).

#### Concurrent Requirement

(h) For Group 4 airplanes identified in Boeing Service Bulletin 777–23–0142, dated November 25, 2003: Prior to or concurrently with accomplishing the requirements of paragraph (g) of this AD, change the termination of two wires at the cabin management terminal in the purser station,

in accordance with Boeing Service Bulletin 777–23–0057, dated April 9, 1998.

#### Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Joe Salameh, Aerospace Engineer, Systems and Equipment Branch, ANM–130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone 425–917–6454; fax 425–917–6590. Information may be e-mailed to: [9-ANM-Seattle-ACO-AMOC-Requests@faa.gov](mailto:9-ANM-Seattle-ACO-AMOC-Requests@faa.gov).

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

Issued in Renton, Washington, on January 25, 2011.

**Ali Bahrami,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2011–2171 Filed 1–31–11; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA–2011–0034; Directorate Identifier 2010–NM–021–AD]**

**RIN 2120–AA64**

#### Airworthiness Directives; The Boeing Company Model 777–200 Series Airplanes

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** We propose to adopt a new airworthiness directive (AD) for certain Model 777–200 series airplanes. This proposed AD would require installing a new circuit breaker, relays, and wiring to allow the flightcrew to turn off electrical power to the in-flight entertainment (IFE) systems and other non-essential electrical systems through a switch in the flight compartment, and doing other specified actions. The actions include removing the cabin system control panel (CSCP) core partition software, the cabin area control panel (CACP) operational program software (OPS), the zone management

units (ZMU) OPS, and the cabin system management unit (CSMU) OPS; installing OPS for the CSCP, CACP, ZMU, and CSMU; and installing the new configuration database (CDB). This proposed AD would also require installing a new CSCP; installing a new cabin management system (CMS) CDB; and installing new OPS for the CSCP, ZMU, passenger address controller, cabin interphone controller, CACP, speaker drive module, overhead electronics units, and seat electronics unit. This proposed AD results from an IFE systems review. We are proposing this AD to ensure that the flightcrew is able to turn off electrical power to the IFE system and other non-essential electrical systems through a switch in the flight compartment in the event of smoke or flames. The flightcrew's inability to turn off electrical power to the IFE system and other non-essential electrical systems in the event of smoke or flames could result in the inability to control smoke or flames in the airplane flight deck or passenger cabin during a non-normal or emergency situation.

**DATES:** We must receive comments on this proposed AD by March 18, 2011.

**ADDRESSES:** You may send comments by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.

- *Fax:* 202–493–2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

- *Hand Delivery:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this proposed AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P. O. Box 3707, MC 2H–65, Seattle, Washington 98124–2207; telephone 206–544–5000, extension 1; fax 206–766–5680; e-mail [me.boecom@boeing.com](mailto:me.boecom@boeing.com); Internet <https://www.myboeingfleet.com>. You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425–227–1221.

#### Examining the AD Docket

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

[www.regulations.gov](http://www.regulations.gov); or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (telephone 800-647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** Joe Salameh, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6454; fax (425) 917-6590.

#### **SUPPLEMENTARY INFORMATION:**

#### **Comments Invited**

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2011-0034; Directorate Identifier 2010-NM-021-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this proposed AD because of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this proposed AD.

#### **Discussion**

In response to numerous reports of smoke or flames in the passenger cabin of various models of transport category airplanes, we conducted a

comprehensive in-flight entertainment (IFE) systems review. Earlier investigation of the reports had revealed that the source of the smoke and flames was from cabin IFE system components, including electronic seat boxes mounted under passenger seats, IFE wiring, IFE monitors, cabin lighting, wall outlets, and other non-essential cabin electrical systems.

The systems review disclosed that in order to minimize the risk of smoke or flames in the passenger cabin, a switch is needed in the flight compartment to enable the flightcrew to turn off electrical power to the IFE system and other non-essential electrical systems. The flightcrew's inability to turn off power to the IFE system and other non-essential electrical systems in the event of smoke or flames, if not corrected, could result in the inability to control smoke or flames in the airplane flight deck or passenger cabin during a non-normal or emergency situation.

#### **Relevant Service Information**

We have reviewed Boeing Service Bulletin 777-23-0176, Revision 2, dated October 26, 2006. This service bulletin describes procedures for the following actions:

- Removing the cabin system control panel (CSCP) core partition (CP) software, the cabin area control panel (CACAP) operational program software (OPS), the zone management unit (ZMU) OPS, and the cabin system management unit (CSMU) OPS.
- Installing CSCP-CP software.
- Installing CACAP OPS software.
- Installing ZMU OPS software.
- Installing CSMU OPS software.
- Installing the new configuration database in the cabin management system (CMS) line replaceable units.

Boeing Service Bulletin 777-23-0176, Revision 2, dated October 26, 2006, specifies prior or concurrent accomplishment of Boeing Service Bulletin 777-23-0141, dated June 14,

2001, which describes procedures for replacing the OPS for the CSCP, the CACAP, and the CSMU, and reinstalling the configuration database.

Boeing Service Bulletin 777-23-0176, Revision 2, dated October 26, 2006, also specifies prior or concurrent accomplishment of Boeing Service Bulletin 777-23-0010, dated April 25, 1996, which describes procedures for installing a new CSCP; a new CMS configuration database; and new OPS for the CSCP, ZMU, passenger address controller, cabin interphone controller, CACAP, speaker drive module, overhead electronics unit, and seat electronics unit.

#### **FAA's Determination and Requirements of This Proposed AD**

We are proposing this AD because we evaluated all relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design. This proposed AD would require accomplishing the actions specified in the service information described previously, except as discussed under "Differences Between the Proposed AD and Service Information."

#### **Difference Between the Proposed AD and Service Information**

Boeing Service Bulletin 777-23-0176, Revision 2, dated October 26, 2006, does not contain a compliance time for the proposed modification specified in paragraph (g) of this NPRM. This NPRM proposes a compliance time of 60 months. This difference has been coordinated with The Boeing Company.

#### **Costs of Compliance**

We estimate that this proposed AD would affect 47 airplanes of U.S. registry. The following table provides the estimated costs for U.S. operators to comply with this proposed AD.

**TABLE—ESTIMATED COSTS**

| Action                                                                        | Work hours | Average labor rate per hour | Parts | Cost per product | Number of U.S.-registered airplanes | Fleet cost |
|-------------------------------------------------------------------------------|------------|-----------------------------|-------|------------------|-------------------------------------|------------|
| Modification specified in Boeing Service Bulletin 777-23-0176 .....           | 2          | \$85                        | \$0   | \$170            | 47                                  | \$7,990    |
| Concurrent modification, Boeing Service Bulletin 777-23-0010 <sup>1</sup> ..  | 6          | 85                          | 920   | 1,430            | 47                                  | 67,210     |
| Concurrent modification, Boeing Service Bulletin 777-23-0141 <sup>1</sup> ... | 3          | 85                          | 450   | 705              | 47                                  | 33,135     |

<sup>1</sup> Boeing states that warranty remedies are available for man-hour reimbursement and cost of parts.

#### **Authority for This Rulemaking**

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of

the FAA Administrator. "Subtitle VII: Aviation Programs," describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in "Subtitle VII,

Part A, Subpart III, Section 44701: General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures

the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

### Regulatory Findings

We determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify this proposed regulation:

1. Is not a "significant regulatory action" under Executive Order 12866,
2. Is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979), and
3. Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

You can find our regulatory evaluation and the estimated costs of compliance in the AD Docket.

### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

### The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 14 CFR part 39 as follows:

### PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

#### § 39.13 [Amended]

2. The FAA amends § 39.13 by adding the following new AD:

**The Boeing Company:** Docket No. FAA–2011–0034; Directorate Identifier 2010–NM–021–AD.

#### Comments Due Date

- (a) We must receive comments by March 18, 2011.

#### Affected ADs

- (b) None.

#### Applicability

- (c) This AD applies to The Boeing Company Model 777–200 series airplanes, certificated in any category; as identified in

Boeing Service Bulletin 777–23–0176, Revision 2, dated October 26, 2006.

### Subject

(d) Air Transport Association (ATA) of America Code 23: Communications.

### Unsafe Condition

(e) This AD results from an in-flight entertainment (IFE) systems review. We are issuing this AD to ensure that the flightcrew is able to turn off electrical power to the IFE system and other non-essential electrical systems through a switch in the flight compartment in the event of smoke or flames. The flightcrew's inability to turn off electrical power to the IFE system and other non-essential electrical systems in the event of smoke or flames could result in the inability to control smoke or flames in the airplane flight deck or passenger cabin during a non-normal or emergency situation.

### Compliance

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

### Modification

(g) Within 60 months after the effective date of this AD: At the cabin system control panel (CSCP), remove the CSCP core partition software, the cabin area control panel (CACP) operational program software (OPS), the zone management unit (ZMU) OPS, and the cabin system management unit (CSMU) OPS; install core partition software for the CSCP; install OPS for the CACP, ZMU, and CSMU; and install the new configuration database (CDB) in the cabin management system (CMS) line replaceable units; in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777–23–0176, Revision 2, dated October 26, 2006.

### Concurrent Requirements

(h) Prior to or concurrently with accomplishing the requirements of paragraph (g) of this AD, replace the OPS for the CSCP, CACP, and CSMU, and reinstall the CDB, in accordance with Accomplishment Instructions of Boeing Service Bulletin 777–23–0141, dated June 14, 2001.

(i) Prior to or concurrently with accomplishing the requirements of paragraph (g) of this AD, install a new CSCP; install a new CMS CDB; and install new OPS for the CSCP, ZMU, passenger address controller, cabin interphone controller, CACP, speaker drive module, overhead electronics units, and seat electronics unit; in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777–23–0010, dated April 25, 1996.

### Alternative Methods of Compliance (AMOCs)

(j)(1) Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Joe Salameh, Aerospace Engineer, Systems and Equipment Branch, ANM–130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW.,

Renton, Washington 98057–3356; telephone (425) 917–6454; fax (425) 917–6590.

Information may be e-mailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

Issued in Renton, Washington, on January 25, 2011.

**Ali Bahrami,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2011–2172 Filed 1–31–11; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2011–0035; Directorate Identifier 2010–NM–110–AD]

RIN 2120–AA64

### Airworthiness Directives; Airbus Model A300 B4–601, B4–603, B4–605R, C4–605R Variant F, and F4–605R Airplanes, and A310–204 and –304 Airplanes

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

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

Airbus, in the frame of the Extended Service Goal (ESG) exercise, has demonstrated by post-certification analysis that, among the types of yokes in service, one component on the CF6–80C2 forward engine mounts (skinny cast yoke) does not meet the Design Service Goal (DSG) requirements.

This condition, if not corrected, could result in a deterioration of the structural integrity of the forward engine mount.

\* \* \* \* \*

The unsafe condition is possible separation of the engine from the engine mount during flight. The proposed AD would require actions that are intended to address the unsafe condition described in the MCAI.