

Proposed Rules

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

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2022-0682; Project Identifier MCAI-2021-01271-T]

RIN 2120-AA64

Airworthiness Directives; Airbus SAS Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2016-10-08, AD 2017-05-10, and AD 2019-01-05, which apply to certain Airbus SAS Model A330-200, -200 Freighter, and -300 series airplanes; and AD 2019-20-13, which applies to certain Airbus SAS Model A330-200, A330-200 Freighter, A330-300, A340-200, A340-300, A340-500, and A340-600 series airplanes. AD 2016-10-08 requires determining the flight cycles accumulated on certain trimmable horizontal stabilizer actuators (THSAs), and replacing the THSA if necessary. AD 2017-05-10, AD 2019-01-05, and AD 2019-20-13 require revising the existing maintenance or inspection program, as applicable. Since the FAA issued those ADs, the FAA has determined that new or more restrictive airworthiness limitations are necessary. This proposed AD would require revising the existing maintenance or inspection program, as applicable, to incorporate additional new or more restrictive airworthiness limitations, as specified in a European Union Aviation Safety Agency (EASA) AD, which is proposed for incorporation by reference. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by August 8, 2022.

ADDRESSES: You may send comments, using the procedures found in 14 CFR

11.43 and 11.45, by any of the following methods:

- **Federal eRulemaking Portal:** Go to <https://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 EASA material that will be incorporated by reference (IBR) in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this material on the EASA website at <https://ad.easa.europa.eu>. For Airbus SAS service information identified in this proposed AD, contact Airbus SAS, Airworthiness Office—EIAS, Rond-Point Emile Dewoitine No. 2, 31700 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; internet <https://www.airbus.com>. You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. It is also available in the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2022-0682.

Examining the AD Docket

You may examine the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2022-0682; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this NPRM, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

FOR FURTHER INFORMATION CONTACT: Vladimir Ulyanov, Aerospace Engineer, Large Aircraft Section, FAA,

International Validation Branch, 2200 South 216th St., Des Moines, WA 98198; telephone 206-231-3229; email vladimir.ulyanov@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under **ADDRESSES**. Include "Docket No. FAA-2022-0682; Project Identifier MCAI-2021-01271-T" at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to <https://www.regulations.gov>, including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as "PROPIN." The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to Vladimir Ulyanov, Aerospace Engineer, Large Aircraft Section, FAA, International Validation Branch, 2200 South 216th St., Des Moines, WA 98198; telephone 206-231-3229; email vladimir.ulyanov@faa.gov. Any commentary that the FAA receives

which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA issued AD 2016–10–08, Amendment 39–18519 (81 FR 31844, May 20, 2016) (AD 2016–10–08), which applies to certain Airbus SAS Model A330–200, A330–200 Freighter, A330–300, A340–200, A340–300, A340–500, and A340–600 series airplanes. Airbus SAS Model A340–200, A340–300, A340–500, and A340–600 series airplanes were included in AD 2016–10–08, but are not included in this proposed AD. Airbus SAS Model A340–200, A340–300, A340–500, and A340–600 series airplanes are not included in this proposed AD because EASA included these airplanes in EASA AD 2021–0250, dated November 17, 2021 (EASA AD 2021–0250), and the FAA has added the MCAI to the required airworthiness actions list (RAAL) for Model A340 airplanes. AD 2016–10–08 requires inspecting certain THSAs to determine the number of total flight cycles the THSA has accumulated, and replacing the THSA if necessary. The FAA issued AD 2016–10–08 to detect and correct premature wear of the carbon friction disks on the no-back brake of the THSA. Such a condition could lead to reduced braking efficiency in certain load conditions and, in conjunction with the inability of the power gear train to keep the ball screw in its last commanded position, could result in uncommanded movements of the trimmable horizontal stabilizer and loss of control of the airplane.

The FAA issued AD 2017–05–10, Amendment 39–18821 (82 FR 13379, March 13, 2017) (AD 2017–05–10), which applies to certain Airbus SAS Model A330–200, A330–200 Freighter, and A330–300 series airplanes. AD 2017–05–10 requires revising the maintenance or inspection program to incorporate new maintenance requirements and airworthiness limitations. The FAA issued AD 2017–05–10 to prevent reduced structural integrity and reduced control of these airplanes due to the failure of system components.

The FAA issued AD 2019–01–05, Amendment 39–19544 (84 FR 4310, February 15, 2019) (AD 2019–01–05), which applies to certain Airbus SAS Model A330–200, A330–200 Freighter, and A330–300 series airplanes. AD 2019–01–05 requires revising the existing maintenance or inspection program to incorporate new maintenance requirements and airworthiness limitations. The FAA issued AD 2019–01–05 to prevent

reduced airplane control due to the failure of system components. AD 2019–01–05 specifies that accomplishing the revision required by paragraph (g) of that AD terminates all requirements of AD 2017–05–10.

The FAA issued AD 2019–20–13, Amendment 39–19766 (84 FR 56378, October 22, 2019) (AD 2019–20–13), which applies to certain Airbus SAS Model A330–200, A330–200 Freighter, and A330–300 series airplanes. AD 2019–20–13 requires revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. The FAA issued AD 2019–20–13 to address the failure of system components, which could reduce the controllability of the airplane. AD 2019–20–13 specifies that accomplishing the actions required by that AD terminates all requirements of AD 2019–01–05. Additionally, AD 2019–20–13 specifies that accomplishing the action required by task number 274400–00004–1–E of Airbus A330 Airworthiness Limitations Section (ALS) Part 4, System Equipment Maintenance Requirements (SEMR), Revision 07, dated October 15, 2018, within the compliance time specified for that task in Airbus A330 Airworthiness Limitations Section (ALS) Part 4, System Equipment Maintenance Requirements (SEMR), Revision 07, dated October 15, 2018, terminates all requirements of AD 2017–25–13, Amendment 39–19127 (82 FR 59960, December 18, 2017) (AD 2017–25–13), for Airbus SAS Model A330–200, –200 Freighter, and –300 series airplanes only. Lastly, AD 2019–20–13 specifies that accomplishing the action required by task number 213100–00001–1–E of Airbus A330 Airworthiness Limitations Section (ALS) Part 4, System Equipment Maintenance Requirements (SEMR), Revision 07, dated October 15, 2018, within the compliance time specified for that task in Airbus A330 Airworthiness Limitations Section (ALS) Part 4, System Equipment Maintenance Requirements (SEMR), Revision 07, dated October 15, 2018, terminates all requirements of AD 2014–16–22, Amendment 39–17946 (79 FR 49442, August 21, 2014) (AD 2014–16–22) for Airbus SAS Model A330–200, –200 Freighter, and –300 series airplanes only.

Actions Since AD 2016–10–08, AD 2017–05–10, AD 2019–01–05, and AD 2019–20–13 Were Issued

Since the FAA issued AD 2016–10–08, AD 2017–05–10, AD 2019–01–05, and AD 2019–20–13, the FAA has determined that new or more restrictive

airworthiness limitations are necessary. The required actions mandated in AD 2016–10–08 are incorporated into Airbus A330 Airworthiness Limitations Section (ALS) Part 4, System Equipment Maintenance Requirements (SEMR), Revision 08, dated July 1, 2021 (which is referred to in EASA AD 2021–0250, dated November 17, 2021) (EASA AD 2021–0250) (also referred to as the MCAI).

EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2021–0250 to correct an unsafe condition for all Airbus SAS Model A330–201, –202, –203, –223, and –243 airplanes; Model A330–223F and –243F airplanes; Model A330–301, –302, –303, –321, –322, –323, –341, –342, and –343 airplanes; Model A330–841 airplanes; and Model A330–941 airplanes.

Airplanes with an original airworthiness certificate or original export certificate of airworthiness issued after July 1, 2021, must comply with the airworthiness limitations specified as part of the approved type design and referenced on the type certificate data sheet; this AD therefore does not include those airplanes in the applicability.

This proposed AD was prompted by a determination that new or more restrictive airworthiness limitations are necessary. The FAA is proposing this AD to address the failure of system components, which could reduce the controllability of the airplane. See the MCAI for additional background information.

Related Service Information Under 1 CFR Part 51

EASA AD 2021–0250 describes airworthiness limitations for system equipment maintenance requirements.

This proposed AD would require Airbus Service Bulletin A330–27–3199, dated July 15, 2014, which the Director of the Federal Register approved for incorporation by reference as of June 24, 2016 (81 FR 31844, May 20, 2016).

This proposed AD would also require A330 Airworthiness Limitations Section (ALS) Part 4, System Equipment Maintenance Requirements (SEMR), Revision 07, dated October 15, 2018, which the Director of the Federal Register approved for incorporation by reference as of November 26, 2019 (84 FR 56378, October 22, 2019).

This material is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the **ADDRESSES** section.

FAA's Determination

This product has been approved by the aviation authority of another country and is approved for operation in the United States. Pursuant to the FAA's bilateral agreement with the State of Design Authority, it has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Proposed AD Requirements in This NPRM

This proposed AD would retain the requirements of AD 2016–10–08 and AD 2019–20–13. This proposed AD would require revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations, which are specified in EASA AD 2021–0250 described previously, as proposed for incorporation by reference.

Accomplishing the actions required by this proposed AD would terminate all requirements of AD 2014–16–22 for Airbus SAS Model A330–200, –200 Freighter, and –300 series airplanes only, and would terminate all requirements of AD 2017–25–13 for Airbus SAS Model A330–200, –200 Freighter, and –300 series airplanes only. Any differences with EASA AD 2021–0250 are identified as exceptions in the regulatory text of this AD.

This proposed AD would require revisions to certain operator maintenance documents to include new actions (e.g., inspections). Compliance with these actions is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by this proposed AD, the operator may not be able to accomplish the actions described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance (AMOC) according to paragraph (s)(1) of this proposed AD.

Explanation of Required Compliance Information

In the FAA's ongoing efforts to improve the efficiency of the AD process, the FAA developed a process to use some civil aviation authority (CAA) ADs as the primary source of information for compliance with requirements for corresponding FAA ADs. The FAA has been coordinating this process with manufacturers and CAAs. As a result, the FAA proposes to

incorporate EASA AD 2021–0250 by reference in the FAA final rule. This proposed AD would, therefore, require compliance with EASA AD 2021–0250 in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this proposed AD. Using common terms that are the same as the heading of a particular section in EASA AD 2021–0250 does not mean that operators need comply only with that section. For example, where the AD requirement refers to "all required actions and compliance times," compliance with this AD requirement is not limited to the section titled "Required Action(s) and Compliance Time(s)" in EASA AD 2021–0250. Service information required by EASA AD 2021–0250 for compliance will be available at <https://www.regulations.gov> by searching for and locating Docket No. FAA–2022–0682 after the FAA final rule is published.

Airworthiness Limitation ADs Using the New Process

The FAA's process of incorporating by reference MCAI ADs as the primary source of information for compliance with corresponding FAA ADs has been limited to certain MCAI ADs (primarily those with service bulletins as the primary source of information for accomplishing the actions required by the FAA AD). However, the FAA is now expanding the process to include MCAI ADs that require a change to airworthiness limitation documents, such as airworthiness limitation sections.

For these ADs that incorporate by reference an MCAI AD that changes airworthiness limitations, the FAA requirements are unchanged. Operators must revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in the new airworthiness limitation document. The airworthiness limitations must be followed according to 14 CFR 91.403(c) and 91.409(e).

The previous format of the airworthiness limitation ADs included a paragraph that specified that no alternative actions (e.g., inspections) or intervals may be used unless the actions and intervals are approved as an AMOC in accordance with the procedures specified in the AMOCs paragraph under "Additional FAA Provisions." This new format includes a "New Provisions for Alternative Actions and Intervals" paragraph that does not specifically refer to AMOCs, but operators may still request an AMOC to use an alternative action or interval.

Costs of Compliance

The FAA estimates that this proposed AD affects 138 airplanes of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

The FAA estimates the total cost per operator for the retained actions from AD 2016–10–08 to be \$255 per product (3 work-hours × \$85 per work-hour) for inspecting the THSA for a total cost for U.S. operators of \$35,190. The retained on-condition cost for AD 2016–10–08 is \$724,511 per product (23 work-hours × \$85 per work-hour). The FAA estimates the total cost per operator for the retained actions from AD 2019–20–13 to be \$7,650 (90 work-hours × \$85 per work-hour).

The FAA has determined that revising the existing maintenance or inspection program takes an average of 90 work-hours per operator, although the agency recognizes that this number may vary from operator to operator. Since operators incorporate maintenance or inspection program changes for their affected fleet(s), the FAA has determined that a per-operator estimate is more accurate than a per-airplane estimate.

The FAA estimates the total cost per operator for the new proposed actions to be \$7,650 (90 work-hours × \$85 per work-hour).

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on the relationship between the national Government and the States, or

on the distribution of power and responsibilities among the various levels of government.

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

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Would not affect intrastate aviation in Alaska, and
- (3) Would not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

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

The Proposed Amendment

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

PART 39—AIRWORTHINESS DIRECTIVES

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

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

§ 39.13 [Amended]

- 2. The FAA amends § 39.13 by:
 - a. Removing Airworthiness Directive (AD) AD 2016–10–08, Amendment 39–18519 (81 FR 31844, May 20, 2016); AD 2017–05–10, Amendment 39–18821 (82 FR 13379, March 13, 2017); AD 2019–01–05, Amendment 39–19544 (84 FR 4310, February 15, 2019); and AD 2019–20–13, Amendment 39–19766 (84 FR 56378, October 22, 2019); and
 - b. Adding the following new AD:

Airbus SAS: Docket No. FAA–2022–0682; Project Identifier MCAI–2021–01271–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by August 8, 2022.

(b) Affected ADs

- (1) This AD replaces the ADs identified in paragraphs (b)(1)(i) through (iv) of this AD.
 - (i) AD 2016–10–08, Amendment 39–18519 (81 FR 31844, May 20, 2016) (AD 2016–10–08).
 - (ii) AD 2017–05–10, Amendment 39–18821 (82 FR 13379, March 13, 2017) (AD 2017–05–10).
 - (iii) AD 2019–01–05, Amendment 39–19544 (84 FR 4310, February 15, 2019) (AD 2019–01–05).
 - (iv) AD 2019–20–13, Amendment 39–19766 (84 FR 56378, October 22, 2019) (AD 2019–20–13).
- (2) This AD affects AD 2014–16–22, Amendment 39–17946 (79 FR 49442, August 21, 2014) (AD 2014–16–22); and AD 2017–

25–13, Amendment 39–19127 (82 FR 59960, December 18, 2017) (AD 2017–25–13).

(c) Applicability

This AD applies to Airbus SAS airplanes specified in paragraphs (c)(1) through (5) of this AD, certificated in any category, with an original airworthiness certificate or original export certificate of airworthiness issued on or before July 1, 2021.

- (1) Model A330–201, –202, –203, –223, and –243 airplanes.
- (2) Model A330–223F and –243F airplanes.
- (3) Model A330–301, –302, –303, –321, –322, –323, –341, –342, and –343 airplanes.
- (4) Model A330–841 airplanes.
- (5) Model A330–941 airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 05, Time Limits/Maintenance Checks.

(e) Unsafe Condition

This AD was prompted by a determination that new or more restrictive airworthiness limitations are necessary. The FAA is issuing this AD to address the failure of system components, which could reduce the controllability of the airplane.

(f) Compliance

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

(g) Retained Inspection To Determine Trimmable Horizontal Stabilizer Actuator (THSA) Part Number and Accumulated Total Flight Cycles, With Removed References to Certain Models

This paragraph restates the requirements of paragraph (g) of AD 2016–10–08, with removed references to certain models. For Model A330–200 Freighter, A330–200, and A330–300 series airplanes: Within 90 days after June 24, 2016 (the effective date of AD 2016–10–08), inspect the THSA to determine if it has part number 47147–500, 47147–700, 47172–300, 47172–500, 47172–510, or 47172–520, and to determine the total number of flight cycles accumulated since the THSA’s first installation on an airplane, or since the most recent no-back brake (NBB) replacement. A review of airplane delivery or maintenance records is acceptable in lieu of this inspection if the part number of the THSA can be conclusively determined from that review. Accomplishing the revision of the existing maintenance or inspection program required by paragraph (o) of this AD terminates the requirements of this paragraph.

(h) Retained THSA Replacement for Model A330–200 Freighter, A330–200, A330–300, With Removed References to Certain Models and Service Information

This paragraph restates the requirements of paragraph (h) of AD 2016–10–08, with removed references to certain models and service information. For Model A330–200 Freighter, A330–200, and A330–300 series airplanes having a THSA with a part number specified in paragraph (g) of this AD: At the applicable time specified in paragraph (h)(1), (2), or (3) of this AD, replace each affected

THSA with a serviceable THSA, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330–27–3199, dated July 15, 2014. Accomplishing the revision of the existing maintenance or inspection program required by paragraph (o) of this AD terminates the requirements of this paragraph.

Note 1 to paragraphs (h) and (i): The THSA life limits specified in Part 4—Aging System Maintenance of the Airbus A330 Airworthiness Limitations Sections are still relevant, as applicable to airplane model and THSA part number.

(1) For a THSA that has accumulated or exceeded 20,000 total flight cycles since the THSA’s first installation on an airplane, or since the most recent NBB replacement, whichever is later, as of June 24, 2016 (the effective date of AD 2016–10–08): Within 6 months after June 24, 2016.

(2) For a THSA that has accumulated or exceeded 16,000 total flight cycles, but less than 20,000 total flight cycles since the THSA’s first installation on an airplane, or since the most recent NBB replacement, whichever is later, as of June 24, 2016 (the effective date of AD 2016–10–08): Within 12 months after June 24, 2016, but without exceeding 20,000 total flight cycles.

(3) For a THSA that has accumulated less than 16,000 total flight cycles since first installation on an airplane, or since the most recent NBB replacement, whichever is later, as of June 24, 2016 (the effective date of AD 2016–10–08): At the applicable time specified in paragraph (i) of this AD.

(i) Retained Replacement Times for Model A330–200 Freighter, A330–200, and A330–300 Series Airplanes With THSAs Having Less Than 16,000 Total Flight Cycles as of the Effective Date of This AD, With Removed References to Certain Models and Service Information

This paragraph restates the requirements of paragraph (i) of AD 2016–10–08, with removed references to certain models and service information. The requirements of this paragraph apply to Model A330–200 Freighter, A330–200, and A330–300 series airplanes having a THSA with a part number specified in paragraph (g) of this AD that has accumulated less than 16,000 total flight cycles since first installation on an airplane, or since the most recent NBB replacement, whichever is later, as of June 24, 2016 (the effective date of AD 2016–10–08). Not later than the date specified in paragraphs (i)(1), (2), and (3) of this AD, as applicable: For any THSA having reached or exceeded on that date the corresponding number of total flight cycles as specified in paragraphs (i)(1), (2), and (3) of this AD, as applicable, replace the THSA with a serviceable unit, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330–27–3199, dated July 15, 2014. Accomplishing the revision of the existing maintenance or inspection program required by paragraph (o) of this AD terminates the requirements of this paragraph.

(1) As of 12 months after June 24, 2016 (the effective date of AD 2016–10–08): The THSA flight-cycle limit (since first installation on an airplane, or since last NBB replacement,

whichever occurs later) is 16,000 total flight cycles.

(2) As of July 31, 2017: The THSA flight-cycle limit (since first installation on an airplane, or since last NBB replacement, whichever occurs later) is 14,000 total flight cycles.

(3) As of July 31, 2018: The THSA flight-cycle limit (since first installation on an airplane, or since last NBB replacement, whichever occurs later) is 12,000 total flight cycles.

(j) Retained THSA Replacement Intervals for Model A330-200 Freighter, A330-200, and A330-300 Series Airplanes, With Removed Service Information

This paragraph restates the requirements of paragraph (k) of AD 2016-10-08, with removed service information. For Model A330-200 Freighter, A330-200, and A330-300 series airplanes with any part installed, as required by paragraph (h) or (i) of this AD, having a part number identified in paragraph (g) of this AD: From the dates specified in paragraph (i) of this AD, as applicable, and prior to exceeding the accumulated number of total flight cycles corresponding to each time, replace each affected THSA with a serviceable part, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-27-3199, dated July 15, 2014. Accomplishing the revision of the existing maintenance or inspection program required by paragraph (o) of this AD terminates the requirements of this paragraph.

(k) Retained Definition of Serviceable THSA, With Updated Paragraph References

This paragraph restates the requirements of paragraph (l) of AD 2016-10-08, with updated paragraph references. For the purposes of paragraphs (g) through (j) and (l) of this AD, a serviceable THSA is a THSA:

(1) Having a part number identified in paragraph (g) of this AD that has not exceeded any of the total accumulated flight cycles identified in paragraphs (i)(1) through (3) of this AD; or

(2) Having a part number that is not identified in paragraph (g) of this AD.

(l) Retained Parts Installation Limitation, With Updated Paragraph References

This paragraph restates the requirements of paragraph (m) of AD 2016-10-08, with updated paragraph references. For Model A330-200 Freighter, A330-200, and A330-300 series airplanes: From each date specified in paragraphs (i)(1), (2), and (3) of this AD, a THSA having a part number identified in paragraph (g) of this AD may be installed on any airplane, provided the THSA has not exceeded the corresponding number of accumulated total flight cycles. Accomplishing the revision of the existing maintenance or inspection program required by paragraph (o) of this AD terminates the requirements of this paragraph.

(m) Retained Revision of the Existing Maintenance or Inspection Program, With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2019-20-13, with no changes. For Model A330-200 Freighter,

A330-200, and A330-300 series airplanes with an original airworthiness certificate or original export certificate of airworthiness issued on or before October 15, 2018: Within 90 days after November 26, 2019 (the effective date of AD 2019-20-13), revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in Airbus A330 Airworthiness Limitations Section (ALS) Part 4, System Equipment Maintenance Requirements (SEMR), Revision 07, dated October 15, 2018. The component life limits and the initial compliance time for doing the tasks are at the times specified in Airbus A330 Airworthiness Limitations Section (ALS) Part 4, System Equipment Maintenance Requirements (SEMR), Revision 07, dated October 15, 2018, or within 90 days after November 26, 2019, whichever occurs later. Accomplishing the revision of the existing maintenance or inspection program required by paragraph (o) of this AD terminates the requirements of this paragraph.

(n) Retained Restrictions on Alternative Actions and Intervals, With a New Exception

This paragraph restates the requirements of paragraph (h) of AD 2019-20-13, with a new exception. Except as required by paragraph (o) of this AD, after the existing maintenance or inspection program has been revised as required by paragraph (m) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions and intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (s)(1) of this AD.

(o) New Revision of the Existing Maintenance or Inspection Program

Except as specified in paragraph (p) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2021-0250, dated November 17, 2021 (EASA AD 2021-0250). Accomplishing the revision of the existing maintenance or inspection program required by this paragraph terminates the requirements of paragraphs (g), through (j), (l), and (m) of this AD.

(p) Exceptions to EASA AD 2021-0250

(1) Where EASA AD 2021-0250 refers to its effective date, this AD requires using the effective date of this AD.

(2) The requirements specified in paragraphs (1) and (2) of EASA AD 2021-0250 do not apply to this AD.

(3) Paragraph (3) of EASA AD 2021-0250 specifies to “revise the AMP” within 12 months after its effective date, but this AD requires revising the existing maintenance or inspection program, as applicable, within 90 days after the effective date of this AD.

(4) The initial compliance time for doing the tasks specified in paragraph (3) of EASA AD 2021-0250 is at the applicable “limitations and associated thresholds” as incorporated by the requirements of paragraph (3) of EASA AD 2021-0250, or within 90 days after the effective date of this AD, whichever occurs later.

(5) The provisions specified in paragraphs (4) and (5) of EASA AD 2021-0250 do not apply to this AD.

(6) The “Remarks” section of EASA AD 2021-0250 does not apply to this AD.

(q) New Provisions for Alternative Actions and Intervals

After the existing maintenance or inspection program has been revised as required by paragraph (o) of this AD, no alternative actions (e.g., inspections) and intervals are allowed unless they are approved as specified in the provisions of the “Ref. Publications” section of EASA AD 2021-0250.

(r) Terminating Action for AD 2014-16-22 and AD 2017-25-13

(1) Accomplishing the action required by task number 213100-00001-1-E of Airbus A330 Airworthiness Limitations Section (ALS) Part 4, System Equipment Maintenance Requirements (SEMR), Revision 07, dated October 15, 2018, or using “The ALS” specified in EASA AD 2021-0250, within the compliance time specified for that task terminates all requirements of AD 2014-16-22 for Airbus SAS Model A330-200, -200 Freighter, and -300 series airplanes only.

(2) Accomplishing the action required by task number 274400-000041-E of Airbus A330 Airworthiness Limitations Section (ALS) Part 4, System Equipment Maintenance Requirements (SEMR), Revision 07, dated October 15, 2018, or using “The ALS” specified in EASA AD 2021-0250, within the compliance time specified for that task terminates all requirements of AD 2017-25-13 for Airbus SAS Model A330-200, -200 Freighter, and -300 series airplanes only.

(s) Additional FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, Large Aircraft Section, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (t)(2) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer*: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, Large Aircraft Section, International Validation Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(t) Related Information

(1) For EASA AD 2021-0250, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet

www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>. You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2022-0682.

(2) For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, Large Aircraft Section, FAA, International Validation Branch, 2200 South 216th St., Des Moines, WA 98198; telephone 206-231-3229; email vladimir.ulyanov@faa.gov.

(3) For Airbus SAS service information identified in this AD, contact Airbus SAS, Airworthiness Office—ELAS, Rond-Point Emile Dewoitine No: 2, 31700 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; internet <https://www.airbus.com>. You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

Issued on June 16, 2022.

Christina Underwood,

Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.

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FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 54

[WC Docket No. 21-450; FCC 22-44; FR ID 92237]

Affordable Connectivity Program

AGENCY: Federal Communications Commission.

ACTION: Proposed rule.

SUMMARY: In this document, the Federal Communications Commission (Commission or FCC) seeks comments on the annual collection of data relating to price and subscription rates of internet service offerings received by households enrolled in the Affordable Connectivity Program, mechanism for collecting such data, and format for the data's publication, as required by Section 60502(c) of the Infrastructure Investment and Jobs Act.

DATES: Comments are due on or before July 25, 2022 and reply comments are due on or before August 8, 2022. If you anticipate that you will be submitting comments but find it difficult to do so within the period of time allowed by this document, you should advise the listed contact as soon as possible.

ADDRESSES: You may submit comments, identified by WC Docket No. 21-450, by any of the following methods:

- **Electronic Filers:** Comments may be filed electronically using the internet by accessing the Electronic Comment Filing System (ECFS): <https://apps.fcc.gov/ecfs/>.

- **Paper Filers:** Parties who choose to file by paper must file an original and one copy of each filing.

Filings can be sent by commercial overnight courier, or by first-class or overnight U.S. Postal Service mail. All filings must be addressed to the Commission's Secretary, Office of the Secretary, Federal Communications Commission.

- Commercial overnight mail (other than U.S. Postal Service Express Mail and Priority Mail) must be sent to 9050 Junction Drive, Annapolis Junction, MD 20701.

- U.S. Postal Service first-class, Express, and Priority mail must be addressed to 45 L Street NE, Washington, DC 20554.

- Effective March 19, 2020, and until further notice, the Commission no longer accepts any hand or messenger delivered filings. This is a temporary measure taken to help protect the health and safety of individuals, and to mitigate the transmission of COVID-19. See FCC Announces Closure of FCC Headquarters Open Window and Change in Hand-Delivery Policy, Public Notice, DA 20-304 (March 19, 2020) (<https://www.fcc.gov/document/fcc-closes-headquarters-open-window-and-changes-hand-delivery-policy>).

People with Disabilities: To request materials in accessible formats for people with disabilities (Braille, large print, electronic files, audio format), send an email to fcc504@fcc.gov or call the Consumer & Governmental Affairs Bureau at (202) 418-0530 (voice), (202) 418-0432 (TTY).

FOR FURTHER INFORMATION CONTACT: Eric Wu, Wireline Competition Bureau, 202-418-7400 or by email at Eric.Wu@fcc.gov. Requests for accommodations should be made as soon as possible in order to allow the agency to satisfy such requests whenever possible. Send an email to fcc504@fcc.gov or call the Consumer and Governmental Affairs Bureau at (202) 418-0530.

SUPPLEMENTARY INFORMATION: This is a synopsis of the Commission's Notice of Proposed Rulemaking (NPRM) in WC Docket No. 21-450; FCC 22-44, adopted on June 7, 2022, and released on June 8, 2022. The full text of this document is available for public inspection at the following internet address: <https://docs.fcc.gov/public/attachments/FCC-22-44A1.pdf>.

I. Introduction

1. On November 15, 2021, the President signed the Infrastructure Investment and Jobs Act (Infrastructure Act or Act), which modified and extended the Emergency Broadband Benefit Program (EBB Program) to a longer-term broadband affordability program called the Affordable Connectivity Program (ACP). The Infrastructure Act also mandates that the Commission issue final "broadband transparency rules" regarding the annual collection of information about the price and subscription rates of internet service offerings received by households enrolled in the Affordable Connectivity Program. Consistent with the directive to adopt rules no later than one year after enactment of the Act, the Commission herein seek comment on the data to be collected, mechanism for collecting this data, and format for the data's publication.

II. Discussion

2. *ACP Transparency Data to be Collect—Price and Subscription Rate Information.* The Act requires an "annual collection by the Commission of data relating to the price and subscription rates of each internet service offering of a participating provider under the Affordable Connectivity Program . . . to which an eligible household subscribes." The Commission first seeks comment on the collection of price information. The Commission proposes that the price information include the monthly charge for the internet service offering that a household would be charged absent the application of the affordable connectivity benefit. How should the Commission collect promotional pricing or introductory rates? Should other price characteristics, such as whether the internet service offering is pre-paid or post-paid, be collected? Should taxes and fees be collected as part of price? If so, what price information should be included, and how can the Commission distinguish between the components of the price? For example, should the values of promotional discounts such as for streaming service (e.g., Disney+, Spotify, Netflix, etc.) or modem rental, military discounts, or paperless billing discounts be collected? Should the collected price information reflect any discounts provided to households receiving a service offering under an extended service contract? Should whether a plan is designated as a plan for a low-income household be collected? Should the prices for associated equipment, such as modems or routers, be collected? How should the