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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2018-0276; Product Identifier 2017-NM-079-AD; Amendment 39-19346; AD 2018-16-06]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain The Boeing Company Model 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, 747SP, and 747SR, and 747-8 series airplanes. This AD was prompted by reports indicating that additional areas of Boeing Material Specification (BMS) 8-39 flexible urethane foam were found during an inspection required by a related AD. This AD requires inspecting for BMS 8-39 flexible urethane foam insulation in the floor panel assemblies and the power drive unit (PDU) cover assemblies, doing applicable on-condition actions, modifying certain dripshields, and replacing BMS 8-39 foam strips on certain dripshields with BMS 8-371 foam strips. We are issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective September 12, 2018.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of September 12, 2018.

ADDRESSES: For service information identified in this final rule, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster Blvd., MC 110-SK57, Seal Beach, CA 90740-5600; telephone 562-797-1717; internet https://www.myboeingfleet.com. You may view this service information at the FAA, Transport Standards 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 on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2018-0276.

Examining the AD Docket

You may examine the AD docket on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2018-0276; 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 final rule, the regulatory evaluation, any comments received, and other information. The address for Docket Operations (phone: 800-647-5527) is Docket Operations, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Scott Craig, Aerospace Engineer, Cabin Safety and Environmental Systems Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3566; email: Michael.S.Craig@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain The Boeing Company Model 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, 747SP, and 747SR, and 747-8 series airplanes. The NPRM published in the Federal Register on April 17, 2018 (83 FR 16796). The NPRM was prompted by reports indicating that additional areas of BMS 8-39 flexible urethane foam were found during an inspection required by a related AD. The NPRM proposed to require inspecting for BMS 8-39 flexible urethane foam insulation in the floor panel assemblies and the PDU cover assemblies, doing applicable on-condition actions, modifying certain dripshields, and replacing BMS 8-39 foam strips on certain dripshields with BMS 8-371 foam strips.

We are issuing this AD to address BMS 8-39 flexible urethane foam in certain areas, which, if exposed to an ignition source, could cause an uncontrolled fire leading to loss of control of the airplane.

Comments

We gave the public the opportunity to participate in developing this final rule. We have considered the comment received. Boeing stated that it had no objection to the NPRM.

Conclusion

We reviewed the relevant data, considered the comments received, and determined that air safety and the public interest require adopting this final rule as proposed, except for minor editorial changes. We have determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM for addressing the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

Related Service Information Under 1 CFR Part 51

We reviewed the following Boeing service information.

- Boeing Special Attention Service Bulletin 747-53-2877, dated August 5, 2014, which describes procedures for performing a general visual inspection for BMS 8-39 flexible urethane foam insulation in the floor panel assemblies and the PDU cover assemblies, and applicable on-condition actions.

- Boeing Special Attention Service Bulletin 747-25-3646, Revision 1, dated August 2, 2017, which describes procedures for replacing BMS 8-39 foam strips with BMS 8-371 foam strips on certain dripshields.
- Boeing Special Attention Service Bulletin 747-25-3692, dated June 22, 2016, which describes procedures for modifying and replacing BMS 8-39 foam strips with BMS 8-371 foam strips on certain dripshields.

This service information 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.

Costs of Compliance

We estimate that this AD affects 87 airplanes of U.S. registry. We estimate the following costs to comply with this AD:

Estimated Costs

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Inspection and replacement	25 work-hour × $85 per hour = $2,125	Up to $184,460	Up to $186,585	Up to $6,157,305 (33 airplanes affected).
Modification and installation of the dripshields	10 work-hours × $85 per hour = $850	Unavailable [1]	$850	$44,200 (52 airplanes affected).
Replacement of the foam on the dripshields	8 work-hours × $85 per hour = $680	Unavailable [1]	$680	$4,760 (7 airplanes affected).

[1] We have received no definitive data that would enable us to provide parts cost estimates as the parts and materials are to be supplied by the operator for the actions specified in this AD.

We have received no definitive data that would enable us to provide cost estimates for the on-condition actions specified in this AD.

According to the manufacturer, some of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected individuals. We do not control warranty coverage for affected individuals. As a result, we have included all available costs in our cost estimate.

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.

This AD is issued in accordance with authority delegated by the Executive Director, Aircraft Certification Service, as authorized by FAA Order 8000.51C. In accordance with that order, issuance of ADs is normally a function of the Compliance and Airworthiness Division, but during this

transition period, the Executive Director has delegated the authority to issue ADs applicable to transport category airplanes and associated appliances to the Director of the System Oversight Division.

Regulatory Findings

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

For the reasons discussed above, I certify that this AD:

(1) Is not a "significant regulatory action" under Executive Order 12866,

(2) Is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),

(3) Will not affect intrastate aviation in Alaska, and

(4) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

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

Adoption of the Amendment

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

PART 39–AIRWORTHINESS DIRECTIVES

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

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

§ 39.13 [Amended]

2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

2018-16-06 The Boeing Company: Amendment 39-19346; Docket No. FAA-2018-0276; Product Identifier 2017-NM-079-AD.

(a) Effective Date

This AD is effective September 12, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company airplanes, certificated in any category, as identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD.

(1) Model 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, 747SP, and 747SR series airplanes, as identified in Boeing Special Attention Service Bulletin 747-53-2877, dated August 5, 2014.

(2) Model 747-400, -400D, and 747-8 series airplanes, as identified in Boeing Special Attention Service Bulletin 747-25-3646, Revision 1, dated August 2, 2017.

(3) Model 747-100, -100B, -100B SUD, -200B, -300, 747SP, and 747SR series airplanes, as identified in Boeing Special Attention Service Bulletin 747-25-3692, dated June 22, 2016.

(d) Subject

Air Transport Association (ATA) of America Code 25, Equipment/furnishings; 53, Fuselage.

(e) Unsafe Condition

This AD was prompted by reports indicating that additional areas of Boeing Material Specification (BMS) 8-39 flexible urethane foam were found during an inspection required by a related AD. The degradation of the foam increases the potential for an uncontrolled fire below the passenger compartment floor and other locations outside the areas covered by smoke detection and fire protection systems. We are issuing this AD to detect and replace BMS 8-39 flexible urethane foam in certain areas, which, if exposed to an ignition source, could cause an uncontrolled fire leading to loss of control of the airplane.

(f) Compliance

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

(g) Required Actions

Within 72 months after the effective date of this AD, do all actions identified as "RC" (required for compliance) in, and in accordance with, the Accomplishment Instructions of the applicable service information identified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD.

(1) For airplanes identified in paragraph (c)(1) of this AD: Boeing Special Attention Service Bulletin 747-53-2877, dated August 5, 2014.

(2) For airplanes identified in paragraph (c)(2) of this AD: Boeing Special Attention Service Bulletin 747-25-3646, Revision 1, dated August 2, 2017.

(3) For airplanes identified in paragraph (c)(3) of this AD: Boeing Special Attention Service Bulletin 747-25-3692, dated June 22, 2016.

(h) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (g)(2) of this AD, if those actions were performed before the effective date of this AD using Boeing Special Attention Service Bulletin 747-25-3646, dated June 19, 2015.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (j)(1) of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

(4) For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (i)(4)(i) and (i)(4)(ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. If a step or substep is labeled "RC Exempt," then the RC requirement is removed from that step or substep. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(j) Related Information

(1) For more information about this AD, contact Scott Craig, Aerospace Engineer, Cabin Safety and Environmental Systems Section, FAA, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3566; email: Michael.S.Craig@faa.gov.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (k)(3) and (k)(4) of this AD.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Boeing Special Attention Service Bulletin 747-25-3646, Revision 1, dated August 2, 2017.

(ii) Boeing Special Attention Service Bulletin 747-25-3692, dated June 22, 2016.

(iii) Boeing Special Attention Service Bulletin 747-53-2877, dated August 5, 2014.

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster Blvd., MC 110-SK57, Seal Beach, CA 90740-5600; telephone 562-797-1717; internet https://www.myboeingfleet.com.

(4) You may view this service information at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Des Moines, Washington, on July 23, 2018.
James Cashdollar,
Acting Director, System Oversight Division,
Aircraft Certification Service.