[4910-13-P]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2018-1070; Product Identifier 2018-NM-154-AD; Amendment 39-19633; AD 2019-08-12]

RIN 2120-AA64

Airworthiness Directives; Viking Air Limited (Type Certificate Previously Held by Bombardier, Inc.; Canadair Limited) Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain Viking Air Limited Model CL-215-6B11 (CL-215T Variant) and CL-215-6B11 (CL-415 Variant) airplanes. This AD was prompted by a report that a supplier fabricated Teflon parts with a charge of 15 percent fiberglass content instead of the specified 5 percent fiberglass content. This AD requires repetitive detailed visual inspections of the aileron control system cables and flap interconnect system cables for damage or disconnected cables, corrective actions if necessary, and replacement of the Teflon parts in the aileron control systems, aileron/rudder interconnect, and aileron power unit beam. The replacement of these parts terminates the repetitive inspections. We are issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

ADDRESSES: For service information identified in this final rule, contact Viking Air Limited, 1959 de Havilland Way, Sidney, British Columbia V8L 5V5, Canada; telephone +1-250-656-7227; fax +1-250-656-0673; email acs-technical.publications@vikingair.com; Internet http://www.vikingair.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-2018-1070.

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-2018-1070; 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 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: Darren Gassetto, Aerospace Engineer, Mechanical Systems and Admin Services Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7323; fax 516-794-5531; email 9-avs-nyaco-cos@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 Viking Air Limited Model CL-215-6B11 (CL-215T Variant) and CL-215-6B11 (CL-415 Variant) airplanes. The NPRM published in the Federal Register on February 8, 2019 (84 FR 2791). The NPRM was prompted by a report that a supplier fabricated Teflon parts with a charge of 15 percent fiberglass content instead of the specified 5 percent fiberglass content. The NPRM proposed to require repetitive detailed visual inspections of the aileron control system cables and flap interconnect system cables for damage or disconnected cables, corrective actions if necessary, and replacement of the Teflon parts in the aileron control systems, aileron/rudder interconnect, and aileron power unit beam. The NPRM proposed that the replacement of these parts would terminate the repetitive inspections.

We are issuing this AD to address parts manufactured with this higher percentage of fiberglass, which may cause deterioration of control cables and adjacent parts due to greater friction should they come into contact, which could lead to reduced controllability of the airplane.

Transport Canada Civil Aviation (TCCA), which is the aviation authority for Canada, has issued Canadian AD CF-2018-27, dated October 12, 2018 (referred to after

this as the Mandatory Continuing Airworthiness Information, or "the MCAI"), to correct an unsafe condition for certain Viking Air Limited Model CL-215-6B11 (CL-215T Variant) and CL-215-6B11 (CL-415 Variant) airplanes. The MCAI states:

> It was found that a supplier fabricated Teflon™ parts with a charge of 15% fiberglass content in lieu of the required 5%. Parts manufactured with this higher percentage of fiberglass may cause wear and rupture of control cables due to greater friction if contacted [which could lead to reduced controllability of the airplane].
>
> This [Canadian] AD mandates a [detailed] visual inspection of the aileron control system cables and flap interconnect system cables in the area of the aileron power control unit. The inspection is required to ensure that there is no cable damage or disconnect until the replacement of the Teflon™ parts has been completed in the aileron control system, the aileron/rudder interconnect and the aileron power unit beam. This [Canadian] AD also requires replacement of the Teflon™ parts.

Signs of damage include broken wires, unusual wear, or fraying cables. You may examine the MCAI in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2018-1070.

Comments

We gave the public the opportunity to participate in developing this final rule. We received no comments on the NPRM or on the determination of the cost to the public.

Conclusion

We reviewed the relevant data 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

Bombardier has issued Service Bulletin 215-3185, Revision 1, dated January 28, 2014; and Service Bulletin 215-4476, Revision 1, dated January 28, 2014. The service information describes procedures for a detailed visual inspection in the area of the aileron power control unit for damaged or disconnected aileron control system cables or flap interconnect system cables, and corrective actions. These documents are distinct since they apply to different airplane models in different configurations.

Bombardier has also issued Service Bulletin 215-3186, Revision 3, dated September 29, 2015; and Service Bulletin 215-4477, Revision 2, dated September 29, 2015. The service information describes procedures for replacement of Teflon parts in the aileron control system, the aileron/rudder interconnect, and the aileron power unit beam. These documents are distinct since they apply to different airplane models in different configurations.

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 1 airplane of U.S. registry. We estimate the following costs to comply with this AD:

Estimated costs for required actions

Labor cost	Parts cost	Cost per product	Cost on U.S. operators

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
66 work-hours X $85 per hour = $5,610	$16,456	$22,066	$22,066

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

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 the 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):

2019-08-12 Viking Air Limited (Type Certificate Previously Held by Bombardier, Inc.; Canadair Limited): Amendment 39-19633; Docket No. FAA-2018-1070; Product Identifier 2018-NM-154-AD.

(a) Effective Date

This AD is effective [INSERT DATE 35 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

(b) Affected ADs

None.

(c) Applicability

This AD applies to Viking Air Limited (Type Certificate previously held by Bombardier, Inc.; Canadair Limited) airplanes, certificated in any category, as identified in paragraphs (c)(1) and (c)(2) of this AD.

(1) Model CL-215-6B11 (CL-215T Variant) airplanes, serial numbers 1085, 1086, 1093, 1094, and 1098 through 1101 inclusive.

(2) Model CL-215-6B11 (CL-415 Variant) airplanes, serial numbers 2076 through 2090 inclusive.

(d) Subject

Air Transport Association (ATA) of America Code 27, Flight controls.

(e) Reason

This AD was prompted by a report that a supplier fabricated Teflon parts with a charge of 15 percent fiberglass content instead of the specified 5 percent fiberglass content. We are issuing this AD to address parts manufactured with this higher percentage of fiberglass, which may cause deterioration of control cables and adjacent

parts due to greater friction should they come into contact, which could lead to reduced controllability of the airplane.

(f) Compliance

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

(g) Inspection

Within 50 flight hours after the effective date of this AD: Accomplish a detailed visual inspection of the aileron control systems cables and flap interconnect system cables for disconnected or damaged cables in accordance with paragraph 2.A. of the Accomplishment Instructions of Bombardier Service Bulletin 215-3185, Revision 1, dated January 28, 2014; or Bombardier Service Bulletin 215-4476, Revision 1, dated January 28, 2014; as applicable. Repeat the inspection thereafter at intervals not to exceed 50 flight hours.

(h) Corrective Action

If any disconnected or damaged (including broken wires, unusual wear, or fraying) cables are found during any inspection required by paragraph (g) of this AD: Before further flight, obtain corrective actions approved by the Manager, New York ACO Branch, FAA; or Transport Canada Civil Aviation (TCCA); or Viking Air Limited's TCCA Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature. Accomplish the corrective actions within the compliance time specified therein. If no compliance time is specified in the corrective actions instructions, accomplish the corrective action before further flight.

(i) Replacement

Within 29 months after the effective date of this AD: Replace the Teflon parts in the aileron control system, the aileron/rudder interconnect, and the aileron power unit beam in accordance with Parts A, B, and C of the Accomplishment Instructions of Bombardier Service Bulletin 215-3186, Revision 3, dated September 29, 2015; or Bombardier Service Bulletin 215-4477, Revision 2, dated September 29, 2015.

(j) Terminating Action for Inspections

Accomplishing the replacement required by paragraph (i) of this AD on an airplane constitutes terminating action for the inspections required by paragraph (g) of this AD for that airplane.

(k) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (i) of this AD, if those actions were performed before the effective date of this AD using the service information specified in paragraphs (k)(1) through (k)(5) of this AD.

(1) Bombardier Service Bulletin 215-3186, dated September 30, 2013.

(2) Bombardier Service Bulletin 215-3186, Revision 1, dated November 26, 2014.

(3) Bombardier Service Bulletin 215-3186, Revision 2, dated December 5, 2014.

(4) Bombardier Service Bulletin 215-4477, dated September 30, 2013.

(5) Bombardier Service Bulletin 215-4477, Revision 1, dated November 26, 2014.

(l) No Reporting Requirement

Although Bombardier Service Bulletin 215-3185, Revision 1, dated January 28, 2014; Bombardier Service Bulletin 215-3186, Revision 3, dated September 29, 2015; Bombardier Service Bulletin 215-4476, Revision 1, dated January 28, 2014; and Bombardier Service Bulletin 215-4477, Revision 2, dated September 29, 2015; specify to

submit certain information to the manufacturer, this AD does not include that requirement.

(m) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, New York 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 ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; fax 516-794-5531. 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.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, New York ACO Branch, FAA; or TCCA; or Viking Air Limited's TCCA DAO. If approved by the DAO, the approval must include the DAO-authorized signature.

(n) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF-2018-27, dated October 12, 2018, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for

and locating Docket No. FAA-2018-1070.

(2) For more information about this AD, contact Darren Gassetto, Aerospace Engineer, Mechanical Systems and Admin Services Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7323; fax 516-794-5531; email 9-avs-nyaco-cos@faa.gov.

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

(o) 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 this AD specifies otherwise.

(i) Bombardier Service Bulletin 215-3185, Revision 1, dated January 28, 2014.

(ii) Bombardier Service Bulletin 215-3186, Revision 3, dated September 29, 2015.

(iii) Bombardier Service Bulletin 215-4476, Revision 1, dated January 28, 2014.

(iv) Bombardier Service Bulletin 215-4477, Revision 2, dated September 29, 2015.

(3) For service information identified in this AD, contact Viking Air Limited, 1959 de Havilland Way, Sidney, British Columbia V8L 5V5, Canada; telephone +1-250-656-7227; fax +1-250-656-0673; email acs-technical.publications@vikingair.com; Internet http://www.vikingair.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 April 25, 2019.

Michael Kaszycki,
Acting Director,
System Oversight Division,
Aircraft Certification Service.

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