


(k) Credit for Previous Actions

(1) This paragraph provides credit for the actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using the applicable service information specified in paragraph (k)(1)(i), (k)(1)(ii), or (k)(1)(iii) of this AD.


(2) This paragraph provides credit for the actions required by paragraph (h) of this AD, if those actions were performed before the effective date of this AD using the applicable service information specified in paragraph (k)(2)(i), (k)(2)(ii), or (k)(2)(iii) of this AD.


(3) This paragraph provides credit for the actions specified in paragraph (j) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A300–28–0092, Revision 00, dated November 28, 2013.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedure 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 International Section, send it to the attention of the person identified in paragraph (m)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov.

(i) 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.

(ii) AMOCs approved previously for AD 2012–21–04 are not approved as AMOCs with this AD.

(2) Contacting the Manufacturer: As of the effective date of this AD, 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, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(m) Related Information


(2) For more information about this AD, contact Dan Rodina, Aerospace Engineer, Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus’s Design Organization Approval (DOA).

(3) Service information identified in this AD that is incorporated by reference is approved for IBR on November 27, 2012 (77 FR 64701, October 23, 2012).

(4) The following service information was approved for IBR on November 27, 2012 (77 FR 64701, October 23, 2012).

(i) Airbus Mandatory Service Bulletin A300–28–0089, Revision 01, including Inspection Findings—Reporting Sheet, dated April 15, 2011.


(5) For service information identified in this AD, contact Airbus SAS, Airworthiness Office—EAW, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone: +33 5 61 93 36 96; fax: +33 5 61 93 44 51; email: account.airworth-eaw@airbus.com; internet: http://www.airbus.com.

(6) You may view this service information at the FAA, Transport Standards Branch, 1601 Lind Avenue SW, Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221.

(7) 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 Renton, Washington, on December 4, 2017.
Dionne Palermo
Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2017–26627 Filed 12–13–17; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Airbus Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for all Airbus Model A330–200, A330–200.
An unsafe condition exists that requires the immediate adoption of this AD. The FAA has found that the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because the unsafe condition could result in an ignition source in the fuel tank, which could result in a fuel tank explosion and consequent loss of the aeroplane. To address this potential unsafe condition, Airbus issued Alert Operators Transmission (AOT) A28L006–17 to provide instructions to inspect some fuel pumps when installed at specific positions, and to update the applicable Master Minimum Equipment List (MMEL).

For the reasons described above, this [EASA] AD requires repetitive inspections of these fuel pumps and, depending on findings, replacement of damaged fuel pumps with serviceable parts. This [EASA] AD also requires an update of the applicable MMEL, and the reporting of inspection results to Airbus.

This [EASA] AD is considered to be an interim measure and further [EASA] AD action may follow. Although the MCAI requires updating the “master minimum equipment list (MMEL),” this AD requires revising the “minimum equipment list (MEL).” The MEL is a master list of the minimum equipment that the airplane can operate with under given circumstances. A MEL is derived from the MMEL and is tailored for individual operators. You may examine the MCAI on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA–2017–1104.

Related Service Information Under 1 CFR Part 51
Airbus has issued Alert Operators Transmission A28L006–17, Rev. 00, dated November 3, 2017. The service information describes procedures for inspection of certain fuel pumps for cavitation erosion, and corrective actions. The service information also describes dispatch restrictions that affect the MEL. 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.

FAA’s Determination of the Effective Date
An unsafe condition exists that requires the immediate adoption of this AD. The FAA has found that the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because the unsafe condition could result in a fuel tank explosion. Therefore, we determined that notice and opportunity for public comment before issuing this AD are impracticable and that good cause exists for making this amendment effective in fewer than 30 days.

Comments Invited
This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and opportunity for public comment. We invite you to send any written relevant
data, views, or arguments about this AD. Send your comments to an address listed under the ADDRESSES section. Include “Docket No. FAA–2017–1104; Product Identifier 2017–NM–153–AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this AD based on 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 environmental, and energy aspects of

ESTIMATED COSTS

<table>
<thead>
<tr>
<th>Action</th>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Cost per product</th>
<th>Cost on U.S. operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inspection</td>
<td>4 work-hours × $85 per hour = $340 per inspection cycle.</td>
<td>$0</td>
<td>$340 per inspection cycle.</td>
<td>$36,380 per inspection cycle.</td>
</tr>
<tr>
<td>Reporting</td>
<td>1 work-hour × $85 per hour = $85 per inspection cycle.</td>
<td>0</td>
<td>$85 per inspection cycle.</td>
<td>$9,095. per inspection cycle.</td>
</tr>
<tr>
<td>MEL revision</td>
<td>1 work-hour × $85 per hour = $85</td>
<td>0</td>
<td>$85</td>
<td>$9,095.</td>
</tr>
</tbody>
</table>

We estimate the following costs to do any necessary replacements that would be required based on the results of the inspection. We have no way of determining the number of aircraft that might need these replacements:

ON-CONDITION COSTS

<table>
<thead>
<tr>
<th>Action</th>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Cost per product</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replacement</td>
<td>2 work-hours × $85 per hour = $170</td>
<td>$0</td>
<td>$8,000</td>
</tr>
</tbody>
</table>

Paperwork Reduction Act

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB control number. The control number for the collection of information required by this AD is 2120–0056. The paperwork cost associated with this AD has been detailed in the Costs of Compliance section of this document and includes time for reviewing instructions, as well as completing and reviewing the collection of information. Therefore, all reporting associated with this AD is mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at 800 Independence Ave. SW, Washington, DC 20591, ATTN: Information Collection Clearance Officer, AES–200.

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 to the Director of the System Oversight Division.

Regulatory Findings

We determined that 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):

**2017–25–16 Airbus: Amendment 39–19130;**


(a) Effective Date

This AD becomes effective December 29, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Airbus airplanes identified in paragraphs (c)(1) through (c)(7) of this AD, certificated in any category, all manufacturer serial numbers.


(6) Model A340–541 airplanes.


(d) Subject

Air Transport Association (ATA) of America Code 28, Fuel System.

(e) Reason

This AD was prompted by a report indicating that a fuel pump showing cavitation erosion breached the fuel pump housing and exposed the fuel pump power supply wires. We are issuing this AD to detect and correct cavitation erosion of certain fuel pumps, which could result, if the pump is running dry, in an ignition source in the fuel tank, and consequent fuel tank explosion.

(f) Compliance

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

(g) Definition of Affected Fuel Pump

(1) For the purpose of this AD, an affected fuel pump has part number (P/N) 568–1–28300–101, P/N 568–1–28300–103, or P/N 568–1–28300–200, and is located at one of the positions specified in paragraph 3.3 of Airbus Alert Operators Transmission (AOT) A28L006–17, Rev. 00, dated November 3, 2017.

(2) A fuel pump having P/N 568–1–28300–101, P/N 568–1–28300–103, or P/N 568–1–28300–200 that is installed in locations other than those specified in paragraph 3.3 of Airbus AOT A28L006–17, Rev. 00, dated November 3, 2017, is not affected by the inspection requirements of paragraph (i) of this AD.

(h) Airplane Group Designations

For the purpose of this AD, airplane groups are designated as specified in paragraphs (h)(1) and (h)(2) of this AD.

(1) Group 1 airplanes are equipped with an affected fuel pump.

(2) Group 2 airplanes are not equipped with an affected fuel pump.

(i) Inspections

For Group 1 airplanes: Before an affected pump exceeds 10,000 flight hours since first installation on an airplane, or the applicable time specified in paragraph (i)(1) or (i)(2) of this AD, whichever occurs later, inspect all affected fuel pumps for cavitation erosion, in accordance with the instruction of Airbus AOT A28L006–17, Rev. 00, dated November 3, 2017. Repeat the inspection thereafter at intervals not to exceed the applicable time specified in table 1 to paragraph (i) of this AD.

(1) For a center tank, rear center tank, or aft transfer fuel pump: Within 30 days after the effective date of this AD.

(2) For a stand-by fuel pump: Within 40 days after the effective date of this AD.

Table 1 to Paragraph (i) of This AD—Repetitive Inspection Intervals

<table>
<thead>
<tr>
<th>Erosion—as defined in the AOT</th>
<th>Inspection interval in flight hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>No erosion</td>
<td>5,000</td>
</tr>
<tr>
<td>Case 1: Light erosion</td>
<td>5,000</td>
</tr>
<tr>
<td>Case 2: Medium erosion</td>
<td>800</td>
</tr>
</tbody>
</table>

(j) Corrective Actions

If, during any inspection required by paragraph (i) of this AD, severe erosion (Case 3), as specified in Airbus AOT A28L006–17, Rev. 00, dated November 3, 2017, is found on a fuel pump: Before further flight, replace that fuel pump with a serviceable part, or deactivate that fuel pump as specified in the minimum equipment list (MEL), in accordance with the instructions of Airbus AOT A28L006–17, Rev. 00, dated November 3, 2017.

(k) Part Installation Limitations

(1) As of the effective date of this AD, a fuel pump having P/N 568–1–28300–101, P/N 568–1–28300–103, or P/N 568–1–28300–200 may be installed on an airplane, provided that the part is new, or, prior to installation, the part has passed the inspection (no erosion or Case 1: Light erosion) required by paragraph (i) of this AD and, following installation, the part is inspected within the applicable repetitive intervals and as required by paragraph (i) of this AD.

(2) As of the effective date of this AD, a fuel pump having P/N 568–1–28300–101, P/N 568–1–28300–103, or P/N 568–1–28300–200, with Case 2 (medium erosion), as specified in Airbus AOT A28L006–17, Rev. 00, dated November 3, 2017, may be installed on an airplane provided the fuel pump is not installed at a location specified in paragraph 3.3 of Airbus AOT A28L006–17, Rev. 00, dated November 3, 2017.

(l) MEL Revision

(1) Within 30 days after the effective date of this AD, revise the applicable MEL, in accordance with the instructions of Airbus AOT A28L006–17, Rev. 00, dated November 3, 2017, and thereafter operate the airplane accordingly.

(2) For Model A340–500 and A340–600 airplanes: In addition to the MEL revision required by paragraph (l)(1) of this AD, revise the applicable MEL to include the information specified in table 2 to paragraph (l)(2) of this AD, and thereafter operate the airplane accordingly.

Table 2 to Paragraph (l)(2) of This AD—Amendment to MEL Items 28–27–06 and 28–27–07

<table>
<thead>
<tr>
<th>Applicability</th>
<th>MEL amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Model A340–500 and A340–600 series airplanes.</td>
<td>MEL Items 28–27–06 and 28–27–07 can be applied, provided that the related circuit breaker is pulled and tagged for the duration of the MEL item.</td>
</tr>
</tbody>
</table>

(m) Reporting

At the applicable time specified in paragraph (m)(1) or (m)(2) of this AD: Report the results (including no findings) of each inspection required by paragraph (i) of this AD to inspection.results@airbus.com, in accordance with the instructions in Airbus AOT A28L006–17, Rev. 00, dated November 3, 2017.

(1) If the inspection was done on or before the effective date of this AD: Report within 10 days after the effective date of this AD.

(2) If the inspection was done after the effective date of this AD: Report within 10 days after the inspection.

(n) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards 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 International Section, send it to the attention of the person identified in...
DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 91

[Docket No.: FAA–2015–8672; Amdt. No. 91–340A]

RIN 2120–AL27

Amendment of the Prohibition Against Certain Flights in Specified Areas of the Sanaa (OYSC) Flight Information Region

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

ACTION: Final rule.

SUMMARY: This action amends the Special Federal Aviation Regulation (SFAR) that prohibits certain flights in specified areas of the Sanaa (OYSC) Flight Information Region (FIR) by all: United States (U.S.) air carriers; U.S. commercial operators; persons exercising the privileges of an airman certificate issued by the FAA, except when such persons are operating U.S.-registered aircraft for a foreign air carrier; and operators of U.S.-registered civil aircraft, except where the operator of such aircraft is a foreign air carrier. There has been a reduction in the level of risk to U.S. civil aviation operations in limited portions of the specified areas of the Sanaa (OYSC) FIR where the FAA had prohibited flight operations under the SFAR. As a result, the FAA is reducing the amount of airspace in the Sanaa (OYSC) FIR in which U.S. civil aviation operations are prohibited. Specifically, the FAA is revising SFAR No. 115, § 91.1611, to prohibit U.S. civil aviation operations in the Sanaa (OYSC) FIR, except that airspace east of a line drawn direct from KAPET (163322N 0503924E) to NODMA (152603N 0533359E), southeast of a line drawn direct from NODMA to ORBAT (140638N 0503924E) then from ORBAT to PAKER (115500N 0415230E), south of a line drawn direct from PAKER to PARIM (123142N 0432712E), and west of a line drawn direct from PARIM to RIBOK (154700N 0415230E). However, there continues to be an unacceptable level of risk to U.S. civil aviation operations in the remainder the specified areas of the Sanaa (OYSC) FIR, as described in this rule, resulting from terrorist and militant activity. Consequently, the FAA is also amending this SFAR to extend its expiration date until January 7, 2020. The FAA finds this action necessary due to continued hazards to U.S. civil aviation operations in these areas.

II. Legal Authority and Good Cause

A. Legal Authority

The FAA is responsible for the safety of flight in the U.S. and for the safety of U.S. civil operators, U.S.-registered civil aircraft, and U.S.-certificated airmen throughout the world. The FAA’s authority to issue rules on aviation safety is found in title 49, U.S. Code. Subtitle I, sections 106(f) and (g), describe the authority of the FAA Administrator. Subtitle VII of title 49, Aviation Programs, describes in more detail the scope of the agency’s authority. Section 40102(d)(1) provides that the Administrator shall consider in the public interest, among other matters, assigning, maintaining, and enhancing...