

MA. For information on the availability of this material at the FAA, call 781-238-7759.

(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 Burlington, Massachusetts, on July 17, 2018.

**Robert J. Ganley,**

*Manager, Engine and Propeller Standards Branch, Aircraft Certification Service.*

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**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2018-0636; Product Identifier 2018-NM-097-AD; Amendment 39-19337; AD 2018-15-05]

RIN 2120-AA64

#### Airworthiness Directives; Airbus SAS Airplanes

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for certain Airbus SAS Model A319-115, -132, and -133 airplanes; and Model A320-214, -216, -232, -233, -251N, and -271N airplanes. This AD was prompted by reports of safety pins that had been installed on the inflation reservoirs of escape slides/slide rafts during production, but had not been removed. This AD requires inspecting each passenger escape slide/slide raft to determine whether the safety pin is installed on the slide inflation reservoir, and removing any installed safety pin. We are issuing this AD to address the unsafe condition on these products.

**DATES:** This AD becomes effective August 7, 2018.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of August 7, 2018.

We must receive comments on this AD by September 6, 2018.

**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 <http://www.regulations.gov>. Follow the instructions for submitting comments.

- *Fax:* 202-493-2251.

- *Mail:* U.S. Department of

Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

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

For service information identified in this final rule, contact Airbus SAS, Airworthiness Office—ELAS, 2 Rond-Point Emile Dewoitine, 31700 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com); internet <http://www.airbus.com>. You may view this referenced 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-2018-0636.

#### 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-2018-0636; or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone 800-647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3323.

#### SUPPLEMENTARY INFORMATION:

##### Discussion

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2018-0129, dated June 15, 2018 (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition for certain Airbus SAS Model A319-115, -132, and -133 airplanes; and Model A320-214, -216, -232, -233,

-251N, and -271N airplanes. The MCAI states:

Safety pins have been found installed on the escape slide/slide raft inflation reservoir on several aeroplanes. Investigations determined that, on certain aeroplanes, safety pins may not have been removed on the production line.

This condition, if not detected and corrected, would prevent the deployment of the escape slide/slide raft, when required in case of emergency, possibly resulting in injury to the occupants.

To address this potential unsafe condition, Airbus issued the original issue of the AOT [alert operators transmission], providing inspection instructions. The AOT has been later revised twice to extend the applicability.

For the reasons described above, this AD requires a one-time inspection of each affected slide/raft and, depending on findings, removal of the safety pin.

You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0636.

#### Related Service Information Under 1 CFR Part 51

Airbus has issued Alert Operators Transmission A25N012-17, Revision 02, dated May 29, 2018. This service information describes procedures for inspecting each passenger escape slide/slide raft to determine whether the safety pin is installed on the slide inflation reservoir, and removing any installed safety pin and stowing the pin in the stowage pocket of the soft cover of the pack assembly. 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

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with the State of Design Authority, we have been notified of the unsafe condition described in the MCAI and service information referenced above. We are issuing this AD because we evaluated all pertinent information and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

#### Requirements of This AD

This AD requires accomplishing the actions specified in the service information described previously.

**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 safety pins installed in the inflation reservoirs of passenger escape slides/slide rafts would prevent the deployment of the escape slides/slide rafts when required in case of emergency, possibly resulting in injury to the occupants. Therefore, we determined that notice and opportunity for public comment before issuing this AD are impracticable and that, for the

same reason, good cause exists for making this amendment effective in less 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–2018–0636; Product Identifier 2018–NM–097–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 substantive verbal contact we receive about this AD.

**Costs of Compliance**

We estimate that this AD affects 10 airplanes 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
4 work-hours × \$85 per hour = \$85 .....	\$0	\$340	\$3,400

We estimate the following costs to do any necessary on-condition actions that would be required based on the results

of any required actions. We have no way of determining the number of aircraft

that might need these on-condition actions:

**ESTIMATED COSTS OF ON-CONDITION ACTIONS**

Labor cost	Parts cost	Cost per product
4 work-hours × \$85 per hour = \$85 .....	\$0	\$340

**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):

**2018–15–05 Airbus SAS:** Amendment 39–19337; Docket No. FAA–2018–0636; Product Identifier 2018–NM–097–AD.

**(a) Effective Date**

This AD becomes effective August 7, 2018.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Airbus SAS Model A319-115, -132, and -133 airplanes; and Model A320-214, -216, -232, -233, -251N, and -271N airplanes; certificated in any category, having manufacturer serial numbers as identified in Airbus Alert Operators Transmission A25N012-17, Revision 02, dated May 29, 2018.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports of safety pins that had been installed on the inflation reservoirs of escape slides/slide rafts during production, but had not been removed and stowed in the stowage pocket of the soft cover of the pack assembly. We are issuing this AD to address safety pins that had been installed on the inflation reservoirs of escape slides/slide rafts during production but had not been removed, which would prevent deployment of the escape slide/slide raft when required in case of emergency and could result in injury to the occupants.

**(f) Compliance**

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

**(g) Definition of Affected Escape Slides/Slide Rafts**

For purposes of this AD, affected escape slides/slide rafts are those installed on the left-hand and right-hand forward and aft passenger doors.

**(h) Inspection**

Within 750 flight hours, or 750 flight cycles, or 4 months, whichever occurs first after the effective date of this AD, do a general visual inspection of each affected escape slide/slide raft to determine whether the safety pin is installed on the slide inflation reservoir, in accordance with Airbus Alert Operators Transmission A25N012-17, Revision 02, dated May 29, 2018.

**(i) Corrective Action**

If, during the inspection required by paragraph (h) of this AD, a safety pin is found installed, before further flight, remove and stow the affected pin, in accordance with Airbus Alert Operators Transmission A25N012-17, Revision 02, dated May 29, 2018.

**(j) Credit for Previous Actions**

This paragraph provides credit for actions required by paragraphs (h) and (i) of this AD, if those actions were performed before the effective date of this AD using the service information identified in paragraph (j)(1) or (j)(2) of this AD.

(1) Airbus Alert Operators Transmission A25N012-17, dated December 14, 2017.

(2) Airbus Alert Operators Transmission A25N012-17, Revision 01, dated April 11, 2018.

**(k) Reporting Specifications**

Although Airbus Alert Operators Transmission A25N012-17, Revision 02, dated May 29, 2018, specifies submitting a report to Airbus, this AD does not require a report.

**(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 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 paragraph (m)(2) of this AD. Information may be emailed to [9-ANM-116-AMOC-REQUESTS@faa.gov](mailto:9-ANM-116-AMOC-REQUESTS@faa.gov). 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, 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**

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2018-0129, dated June 15, 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-2018-0636.

(2) For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3323.

**(n) 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) Airbus Alert Operators Transmission A25N012-17, Revision 02, dated May 29, 2018.

(ii) Reserved.

(3) For service information identified in this AD, contact Airbus SAS, Airworthiness Office—EIAS, 2 Rond-Point Emile Dewoitine, 31700 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com); internet <http://www.airbus.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 13, 2018.

**Michael Kaszycki,**

*Acting Director, System Oversight Division, Aircraft Certification Service.*

[FR Doc. 2018-15658 Filed 7-20-18; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 73**

**[Docket No. FAA-2017-0144; Airspace Docket No. 17-ASW-2]**

**RIN-2120-AA66**

**Establishment of Restricted Areas R-5602A and R-5602B; Fort Sill, OK**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects a final rule published in the **Federal Register** of July 11, 2018, that establishes restricted areas R-5602A and R-5602B, over a portion of the Fort Sill, OK, R-5601 restricted area complex. The restricted areas using agency listed in the rule is corrected to reflect the military unit responsible for ensuring the restricted areas are used for their designated purpose, scheduling the restricted areas, and coordinating the restricted area airspace use with the controlling agency.

**DATES:** Effective date 0901 UTC, September 13, 2018.

**FOR FURTHER INFORMATION CONTACT:** Colby Abbott, Airspace Policy Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

**SUPPLEMENTARY INFORMATION:**

**History**

The FAA published a final rule in the **Federal Register** for Docket No. FAA-2017-0144 (83 FR 32061, July 11, 2018), establishing restricted areas R-5602A and R-5602B over a portion of the Fort Sill, OK, restricted area complex.