specified compliance time unless it has already been accomplished prior to that time.

(f) Required Actions
   (1) Within 25 hours time-in-service:
      (i) For helicopters with a S/N 33001
          through 33213, 34001 through 34036, and
          36001 through 36086, replace the inverter
      (ii) For helicopters with a S/N 36087
          through 36648, 36650 through 36657, 36660
          through 36672, 36674 through 36680, 36685,
          36687, 36689, 36691, 36693, 36695, and
          37002 through 37012, install retrofit kit P/N
          412–704–058–103 and replace the inverter
   (2) After accomplishing the actions
       required by paragraph (f)(1) of this AD, you
       may remove the placard and Rotorcraft Flight
       Manual limitations, required by AD 2015–
       04–04, prohibiting night operations and
       restricting flights to visual flight rules.
   (3) After the effective date of this AD, do
       not install an inverter P/N 412–375–079–101
       or 412–375–079–103 on any helicopter.

(g) Alternative Methods of Compliance
   (AMOs)
   (1) The Manager, DSCO, FAA, may
       approve AMOCS for this AD. Send your
       proposal to: Tim Bearegardo, Aviation Safety
       Engineer, DSCO Branch, AIR–7J0, FAA,
       10101 Hillwood Pkwy., Room 6N–321, Fort
       Worth, TX 76177; telephone 817–222–5190; email
       9–ASW–190–CONS@faa.gov.
   (2) For operations conducted under a
       14 CFR part 119 operating certificate or under
       14 CFR part 91, subpart K, we suggest that
       you notify your principal inspector, or
       lacking a principal inspector, the manager of
       the local flight standards district office before
       operating any aircraft complying with this
       AD through an AMOC.

(h) Additional Information
   Bell Alert Service Bulletin 412–15–164, dated
   March 13, 2015, and Bell Alert Service
   Bulletin 412–16–171, dated March 22, 2016,
   which are not incorporated by reference,
   contain additional information about the
   subject of this AD. For service information
   identified in this AD, contact Bell Helicopter
   Textron, Inc., P.O. Box 482, Fort Worth, TX
   76101; telephone (817) 280–3931; fax (817)
   280–6446; or at http://www.bellcustomer.
   com/files/. You may review this service
   information at the FAA, Office of
   the Regional Counsel, Southwest Region, 10101
   Hillwood Pkwy., Room 6N–321, Fort
   Worth, TX 76177.

(i) Subject
   Joint Aircraft Service Component (JASC)
   Code: 2422, AC Inverter.

   Issued in Fort Worth, Texas, on June 19,
   2018.

Scott A. Horn,
Deputy Director for Regulatory Operations,
Compliance and Airworthiness Division,
Aircraft Certification Service.

[FR Doc. 2018–16495 Filed 8–1–18; 8:45 am]

BILLING CODE 4910–13–P
and clamps, which are embodied in production through Airbus mod 111435 or mod 111440, and introduced in service through the SB [Service Bulletin].

For the reasons described above, this [EASA] AD requires replacement of the affected potable water shrouded pipe T-Boxes and clamps with new parts.

This [EASA] AD was revised to exclude post-mod 111440 aeroplanes from the Applicability.

This condition, if not corrected, could lead to the loss of systems/equipment located inside the avionics bay and possible loss of control of the airplane. 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–2018–0637.

Related Service Information Under 1 CFR Part 51

Airbus SAS has issued Service Bulletin A350–38–P004, dated April 11, 2018. This service information describes procedures for replacing the affected potable water T-boxes and clamps with new parts. 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 proposing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop on other products of the same type design.

Proposed Requirements of This NPRM

This proposed AD would require accomplishing the actions specified in the service information described previously.

Explanation of Change to Applicability

We have revised the applicability of this AD to identify model designations as published in the most recent type certificate data sheet for the affected model.

Costs of Compliance

We estimate that this proposed AD affects 7 airplanes of U.S. registry. We estimate the following costs to comply with this proposed AD:

**Estimated Costs**

<table>
<thead>
<tr>
<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>Up to 16 work-hours × $85 per hour = $1,360</td>
<td>Up to $2,050</td>
<td>Up to $3,410</td>
<td>Up to $23,870</td>
</tr>
</tbody>
</table>

According to the manufacturer, some or all of the costs of this proposed 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 known 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 civilian 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 proposed 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 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 rulemaking:

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.

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 adding the following new airworthiness directive (AD):


   (a) Comments Due Date

   We must receive comments by September 17, 2018.

   (b) Affected ADs

   None.

   (c) Applicability

   This AD applies to Airbus SAS Model A350–941 airplanes, certificated in any category, except those on which Airbus SAS modification (mod) 111435 or mod 111440 has been embodied in production.
(d) Subject
Air Transport Association (ATA) of America Code 36, Water/waste.

(e) Reason
This AD was prompted by leakage of shrouded pipe T-boxes in the potable water system. We are issuing this AD to address the possible leakage of water into the avionics bay. This condition, if not corrected, could lead to the loss of systems/equipment located inside the avionics bay and possible loss of control of the airplane.

(f) Compliance
Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions
Within 36 months after the effective date of this AD: Replace the affected potable water T-boxes and clamps with new parts in accordance with the Accomplishment Instructions of Airbus Service Bulletin A350–38–P004, dated April 11, 2018.

(h) 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 (h)(2) of this AD. Information may be emailed to: 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 SAS’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): If any service information contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified 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 procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(i) Related Information

(2) For more information about this AD, contact Kathleen Arriigotti, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206–231–3218.

(3) For service information identified in this AD, contact Airbus SAS, Airworthiness Office—EAL, Rond-Point Emile Dewoitine No: 2, 31700 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email continued-airworthiness.a3500@airbus.com; internet http://www.airbus.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.

Issued in Des Moines, Washington, on July 23, 2018.

James Cashdollar,
Acting Director, System Oversight Division, Aircraft Certification Service.

[FDR Doc. 2018–16488 Filed 8–1–18; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39
RIN 2120–AA64

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

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to supersede Airworthiness Directive (AD) 2013–11–03, which applies to certain Viking Air Limited Model CL–215–1A10 and CL–215–6B11 (CL–215ST Variant) airplanes. AD 2013–11–03 requires repetitive detailed inspections for cracking of the left-hand ( LH) and right-hand (RH) wing lower skin, and repair if necessary. AD 2013–11–03 was prompted by reports of a fractured wing lower rear spar cap and reinforcing strap. Since we issued AD 2013–11–03, further analysis has indicated the need for repetitive eddy current and borescope inspections. This proposed AD would require repetitive borescope inspections of the LH and RH wing lower skin and repetitive eddy current inspections of the LH and RH wing front and rear lower spar caps. We are proposing this AD to address the unsafe condition on these products.

DATES: We must receive comments on this proposed AD by September 17, 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.


Hand Delivery: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this NPRM, contact Viking Air Limited, 1950 de Havillard 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 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.

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–2018–0638; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this NPRM, 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.


SUPPLEMENTARY INFORMATION: