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. 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.

(k) Related Information

For more information about this AD, contact Susan L. Monroe, Aerospace Engineer, Cabin Safety and Environmental Systems Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206–231–3570; email: susan.l.monroe@faa.gov.

(l) 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.


(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 September 14, 2018.

John P. Piccola,
Acting Director, System Oversight Division, Aircraft Certification Service.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; General Electric Company CF34–8E Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain General Electric Company (GE) CF34–8E turbofan engines. This AD was prompted by a report from GE regarding a quality escape of nonconforming thrust reverser fire seals. This AD requires a one-time inspection of the gap between the core cowl seal and the pylon seal of the thrust reverser for correct gap width, and replacement of the seals, if needed. We are issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective November 7, 2018.

ADDRESSES: For service information identified in this final rule, contact General Electric Company, 1 Neumann Way, Cincinnati, OH 45215; telephone 513–552–3272; email: aviation.fleetsupport@ge.com. You may view this service information at the FAA, Engine and Propeller Standards Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781–236–7759. It is also available on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA–2018–0142.

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–2018–0142; 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: David Bethka, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781–238–7129; fax: 781–238–7199; email: david.bethka@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 GE CF34–8E turbofan engines. The NPRM published in the Federal Register on April 17, 2018 (83 FR 16794). The NPRM was prompted by a report from the manufacturer about a fire seal gap quality escape on GE CF34–8E turbofan engines. Some thrust reverser fire seals, installed on thrust reverser part numbers (P/Ns) 15G0002–013, 15G0002–014, 15G0003–013, and 15G0003–014, were shipped from a supplier with nonconforming seal gaps. The NPRM proposed to require a one-time inspection of the gap between the core cowl seal and the pylon seal of the thrust reverser for correct gap width, and replacement of the thrust reverser fire seals, if needed. We are issuing this AD to address the unsafe condition on these products.

Comments

We gave the public the opportunity to participate in developing this final rule. The following presents the comments received on the NPRM and the FAA’s response to each comment.

REQUEST TO CHANGE THE APPLICABILITY

Two commenters, Horizon Air and Republic Airline, requested that we limit the applicability of this AD to a specific group of GE CF34–8E turbofan engine thrust reverser halves that are known to have a fire seal gap nonconformance. A change of applicability from all GE CF34–8E turbofan engines to only the known group of affected thrust reverser halves would reduce the inspection burden on operators.

We agree. We changed the applicability of this AD to list only the affected half thrust reverser P/Ns and serial numbers. We also updated the number of affected thrust reverser assemblies and estimated costs.

REQUEST TO CHANGE REQUIRED ACTIONS

Horizon Air requested that we change the required actions of this AD to indicate that these actions are only required for GE CF34–
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 prescribing regulations to assure the highest degree of safety in air commerce by prescribing regulations promoting safe flight of civil aircraft in air commerce. This regulation addresses an unsafe condition; and determining the number of aircraft that might need these replacements:

Costs of Compliance

We estimate that this AD affects 194 thrust reverser assemblies installed on airplanes of U.S. registry.

We estimate the following costs to comply with this AD:

**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>0.25 work-hours × $85 per hour = $21.25</td>
<td>$0</td>
<td>$21.25</td>
<td>$4,122.50</td>
</tr>
</tbody>
</table>

We estimate the following costs to do any necessary replacements that would be required based on the results of the proposed 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>Remove and replace thrust reverser fire seals</td>
<td>2.75 work-hours × $85 per hour = $233.75</td>
<td></td>
<td>$3,228</td>
</tr>
</tbody>
</table>

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):


(a) **Effective Date**

This AD is effective November 7, 2018.

(b) **Affected ADs**

None.

(c) **Applicability**

This AD applies to General Electric Company (GE) CF34–8E turbofan engines with:

1. Left-hand (LH) half thrust reverser, part number (P/N) 15G0002–013, or LH half thrust reverser P/N 15G0002–014, with the following serial numbers (S/Ns): HRD00659 to HRD00662, HRD00675 to HRD00678;
HRD00680, HRD00681, HRD00694 to
HRD00697, HRD00711, HRD00831,
HRD00856, HRD00878 to HRD00895,
HRD01025, HRD01040, HRD01047,
HRD01050 to HRD01057, HRD01059 to
HRD01089, HRD01104, HRD01105,
HRD01108, HRD01111 to HRD01116,
HRD01118 to HRD01121, HRD01123,
HRD01124, HRD01126, HRD01162,
HRD01165 to HRD01198, HRD01201,
HRD01202, or HRD01226 to HRD01243,
installed.
(2) Right-hand (RH) half thrust reverser, P/
N 15G0003–013, or RH half thrust reverser P/
N 15G0003–014, with the following S/Ns:
HRD00669 to HRD00678, HRD00680,
HRD00681, HRD00703 to HRD00707,
HRD00722, HRD00825, HRD00919,
HRD00922, HRD01018, HRD01022,
HRD01023, HRD01027 to HRD01033,
HRD01035, HRD01036, HRD01038,
HRD01039, HRD01041 to HRD01046,
HRD01048, HRD01049, HRD01059 to
HRD01079, HRD01081, HRD01092,
HRD01094 to HRD01092, HRD01100,
HRD01117, HRD01140, HRD01146,
HRD01162, HRD01185 to HRD01187,
HRD01189 to HRD01198, HRD01201,
HRD01202, HRD01210, or HRD01213 to
HRD01223, installed.
(d) Subject
Joint Aircraft System Component (JASC)
Code 7830, Thrust Reverser.
(e) Unsafe Condition
This AD was prompted by a report from GE
regarding a quality escape of nonconforming
thrust reverser fire seal gaps. We are issuing
this AD to inspect for nonconforming thrust
reverser fire seal gaps that could result in a
fire outside the fire zone. The unsafe
condition, if not addressed, could result in an
uncontrolled fire, damage to the engine, and
damage to the airplane.
(f) Compliance
Comply with this AD within the
compliance times specified, unless already
done.
(g) Required Actions
(1) For all half thrust reversers listed in
paragraph (c) of this AD, before the half
thrust reverser accumulates 8,000 flight
hours after the effective date of this AD,
perform the following one-time inspection,
and, if needed, replace the core cowl seal and
pylon seal.
(i) Measure the width of the RTV filled gap
between thrust reverser fire seals at the
junction between 12 o’clock core cowl seal
and pylon seal, at the following half thrust
reverser locations: LH half thrust reverser, P/
N 15G0002–013; LH half thrust reverser, P/
N 15G0002–014; RH half thrust reverser, P/
N 15G0003–013; and RH half thrust reverser P/N 15G0003–014.
(ii) If the gap width between the 12 o’clock
core cowl seal and the pylon seal is greater
than 1 mm, replace both seals with parts
eligible for installation to form a new gap of
1 mm or less, prior to returning to service.
(2) You may refer to GE CF34–8E Service
Bulletin 78–0066 R01, dated June 20, 2018,
for guidance on inspecting and replacing the
thrust reverser fire seals.
(b) Alternative Methods of Compliance
(AMOCs)
(1) The Manager, ECO 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 (i) of this AD. You
may email your request to: ANE-AD-AMOC@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.
(i) Related Information
For more information about this AD,
contact David Bethka, Aerospace Engineer,
ECO Branch, FAA, 1200 District Avenue,
Burlington, MA 01803; phone: 781–238–
7129; fax: 781–238–7199; email:
david.bethka@faa.gov.
(j) Material Incorporated by Reference
None.
Issued in Burlington, Massachusetts, on
September 26, 2018.
Karen M. Grant,
Acting Manager, Engine and Propeller
Standards Branch, Aircraft Certification Service.
[FR Doc. 2018–21378 Filed 10–2–18; 8:45 am]
BILLING CODE 4910–13–P
DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
14 CFR Part 39
[Docket No. FAA–2018–0511; Product
Identifier 2017–NM–145–AD; Amendment
39–19425; AD 2018–19–24]
RIN 2120–AA64
Airworthiness Directives; BAE
Systems (Operations) Limited
Airplanes
AGENCY: Federal Aviation
Administration (FAA), Department of
Transportation (DOT).
ACTION: Final rule.
SUMMARY: We are adopting a new
airworthiness directive (AD) for all BAE
Systems (Operations) Limited Model
4101 airplanes. This AD was prompted
by a determination that inspection
requirements for a number of
maintenance tasks are incorrect. This
AD requires a one-time detailed
inspection of a certain fuselage frame
and repair, if necessary, and a revision of
the maintenance or inspection
program, as applicable, to incorporate
new or revised maintenance instructions
and airworthiness limitations. We are issuing this AD to
address the unsafe condition on these
products.
DATES: This AD is effective November 7,
2018.
The Director of the Federal Register
approved the incorporation by reference
of certain publications listed in this AD
as of November 7, 2018.
ADDRESSES: For service information
identified in this final rule, contact BAE
Systems (Operations) Limited, Customer
Information Department, Prestwick
International Airport, Ayrshire, KA9
2RW, Scotland, United Kingdom;
telephone +44 1292 675207; fax +44
1292 675704; email RApublications@
baeystems.com; internet http://
www.baesystems.com/ Businesses/
RegionalAircraft/index.htm. 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–
0511.
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–
0511; 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:
Todd Thompson, Aerospace Engineer,
International Section, Transport
Standards Branch, FAA, 2200 South
216th St., Des Moines, WA 50318;
telephone 206–231–3228.
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 all BAE Systems (Operations)
Limited Model 4101 airplanes. The
NPRM published in the Federal
Register on June 14, 2018 (83 FR 27721).
The NPRM was prompted by a
determination that inspection