Airplanes

39–19193; AD 2018–03–20

Identifier 2013–NM–251–AD; Amendment

[Docket No. FAA–2018–0075; Product

Identifier 2013–NM–251–AD; Amendment

[Docket No. FAA–2018–0075; or in person at the Docket

[FR Doc. 2018–02750 Filed 2–9–18; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Do...
contacting the FAA to obtain instructions for addressing the unsafe condition, and doing the actions specified in those instructions. Based on the actions specified in the MCAI AD, we are providing the following cost estimates for an affected airplane that is placed on the U.S. Register in the future:

<table>
<thead>
<tr>
<th>Action</th>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Cost per product</th>
</tr>
</thead>
<tbody>
<tr>
<td>Modification</td>
<td>8 work-hours × $85 per hour = $680</td>
<td>$720</td>
<td>$1,400</td>
</tr>
</tbody>
</table>

**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 Oversight Division. However, 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):


   (a) **Effective Date**

   This AD becomes effective February 27, 2018.

   (b) **Affected ADs**

   None.

   (c) **Applicability**

   This AD applies to Airbus Model A330–301, –302, –303, –321, –322, –323, –341, –422, and –343 airplanes, certificated in any category, all manufacturer serial numbers on which Airbus modification 58244 or modification 58245 has been embodied in production, except those on which modification 202779 has been embodied in production.

   (d) **Subject**

   Air Transport Association (ATA) of America Code 26, Fire protection.

   (e) **Reason**

   This AD was prompted by a report indicating that a pipe of the fire extinguishing system in the forward cargo compartment was too long, and therefore could be installed only under stress, which applies pressure to the pipe clamp. We are issuing this AD to prevent this pipe clamp from breaking, allowing the pipe to come into contact with the structure, possibly resulting in leakage in the Halon piping. This condition could lead to functional loss of the fire extinguishing system, which, in combination with a fire, could lead to an uncontrolled fire in the lower deck cargo compartment, and possible loss of the airplane.

(f) **Compliance**

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

(g) **Required Action(s)**

Within 30 days after the effective date of this AD, request instructions from the Manager, International Section, Transport Standards Branch, FAA, to address the unsafe condition specified in paragraph (e) of this AD; and accomplish the actions at the times specified in, and in accordance with, those instructions. Guidance can be found in Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) AD 2013–0291, dated December 9, 2013.

(h) **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 (i)(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.

(i) **Related Information**


SUMMARY:
AGENCY: Airworthiness Directives; Airbus
Identifier 2016–NM–014–AD; Amendment
DEPARTMENT OF TRANSPORTATION
[FR Doc. 2018–02751 Filed 2–9–18; 8:45 am]
Aircraft Certification Service.

The Director of the Federal Register
Exchanging the AD Docket
You may examine the AD docket on the internet at http://
www.regulations.gov by searching for

EXAMINING THE AD DOCKET
You may examine the AD docket on the internet at http://


AIRWORTHINESS DIRECTIVES; AIRBUS AIRPLANES
AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain Airbus Model A318 series airplanes; Model A319 series airplanes; Model A320–211, –212, –214, –231, –232, and –233 airplanes; and Model A321–111, –112, –131, –211, –212, –213, –231, and –232 airplanes. This AD was prompted by reports of fatigue damage in the structure for the door stop fittings on certain fuselage frames (FR). This AD requires repetitive rototest inspections for cracking of the fastener holes in certain door stop fittings, and repair if necessary. We are issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective March 19, 2018.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of March 19, 2018.

ADDRESSES: For service information identified in this final rule, contact Airbus, Airworthiness Office—EIAS, 1 Rond Point Maurice Bellonte, 31070 Blagnac Cedex, France; telephone: +33 5 61 93 36 96; fax: +33 5 61 93 44 51; email: account.airworth-eas@airbus.com; internet: http://www.airbus.com. You may view this referenced 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. It is also available on the internet at http://www.regulations.gov by searching