

basis and do not need to comply with the requirements per 14 CFR 121.312, c. Airplanes exempted from smoke and heat release requirements.

Definition of “non-traditional, large, nonmetallic panel”—A non-traditional, large, nonmetallic panel, in this case, is defined as a panel with exposed surface areas greater than 1.5 square feet installed per seat place. The panel may consist of either a single component or multiple components in a concentrated area. Examples of parts of the seat where these non-traditional areas are installed include, but are not limited to, seat backs, bottoms and leg/foot rests, kick panels, back shells, credenzas, and associated furniture. Examples of traditional exempted areas are: arm caps, armrest close-outs such as end bays and armrest-styled center consoles, food trays, video monitors and shrouds.

Clarification of “exposed”—Exposed is considered to include panels that are directly exposed to the passenger cabin in the traditional sense, plus those panels enveloped, such as by a dress cover. Traditional fabrics or leathers currently used on seats are excluded from these special conditions. These materials must still comply with §§ 25.853(a) and 25.853(c) if used as a covering for a seat cushion, or § 25.853(a) if installed elsewhere on the seat. Non-traditional large, nonmetallic panels covered with traditional fabrics or leathers will be tested without their coverings or covering attachments.

Issued in Renton, Washington, on September 11, 2012.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2012-22831 Filed 9-17-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2012-0671; Directorate Identifier 2011-NM-096-AD; Amendment 39-17197; AD 2012-19-02]

RIN 2120-AA64

Airworthiness Directives; Airbus Airplanes

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

ACTION: Final rule.

SUMMARY: We are superseding an existing airworthiness directive (AD) for all Airbus Model A330-243, -341, -342

and -343 airplanes. That AD currently requires modifying certain cowl assemblies of the left- and right-hand thrust reversers. This new AD requires removing certain C-duct assemblies of the left- and right-hand thrust reversers from service at certain designated life limits, and also adds airplanes to the applicability. This AD was prompted by new life limits on certain thrust reverser C-duct assemblies. We are issuing this AD to prevent fatigue cracking of the hinges integrated into the 12 o'clock beam of the thrust reversers, which could result in separation of a thrust reverser from the airplane, and consequent reduced controllability of the airplane.

DATES: This AD becomes effective October 23, 2012.

ADDRESSES: You may examine the AD docket on the Internet at <http://www.regulations.gov> or in person at the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone (425) 227-1138; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the **Federal Register** on June 25, 2012 (77 FR 37829), and proposed to supersede AD 2005-25-21, Amendment 39-14414 (70 FR 73919, December 14, 2005). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

The life limits of the thrust reversers C-Ducts are not addressed by the definition of the structural life limits of Safe Life items as defined in the A330 Airworthiness Limitations Section—ALS Part 1. As a result, these life limits are covered by an Airworthiness Directive (AD).

These life limits are due to unexpected high fatigue loads (measured during certification tests) on the hinges integrated into the 12 o'clock beam, which forms the upper extreme edge of the thrust reverser C-Duct of Rolls Royce Trent 700 engines.

The aim of the [Direction Générale de l'Aviation Civile] (DGAC) France AD F-2001-528 was to mandate the life limits, depending of the modifications applied to the C-Duct.

Revision 1 of the DGAC France AD F-2001-528 deferred the accomplishment

threshold of the modification to be applied in-service from 6,000 flight cycles (FC) to 6,500 FC.

Revision 2 of DGAC France AD F-2001-528 [which corresponds to FAA AD 2005-25-21, Amendment 39-14414 (70 FR 73919, December 14, 2005)] was issued to update again the accomplishment threshold from 6,500 FC to 7,200 FC.

This [European Aviation Safety Agency (EASA)] AD retains the requirements of DGAC France AD F-2001-528 R2, which is superseded, and adds [certain] life limits.

The action required in this AD is removing certain C-duct assemblies of the left- and right-hand thrust reversers from service at certain designated life limits. This AD also adds Model A330-243F airplanes to the applicability, and revises the applicability to include all airplanes of the affected models. The unsafe condition is fatigue cracking of the hinges integrated into the 12 o'clock beam of the thrust reversers, which could result in separation of a thrust reverser from the airplane, and consequent reduced controllability of the airplane. You may obtain further information by examining the MCAI in the AD docket.

Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM (77 FR, 37829, June 25, 2012), or on the determination of the cost to the public.

Conclusion

We reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed, except for minor editorial changes. We have determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM (77 FR 37829, June 25, 2012) for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM (77 FR 37829, June 25, 2012).

Costs of Compliance

We estimate that this AD will affect about 17 products of U.S. registry.

We estimate that it will take about 48 work-hours per product to comply with the new basic requirements of this AD. The average labor rate is \$85 per work-hour. Based on these figures, we estimate the cost of this AD to the U.S. operators to be \$69,360, or \$4,080 per product.

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.

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.

We prepared a regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD docket.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; 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 the NPRM (77 FR 37829, June 25, 2012), 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.

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 removing airworthiness directive (AD) 2005-25-21, Amendment 39-14414 (70 FR 73919, December 14, 2005), and adding the following new AD:

2012-19-02 Airbus: Amendment 39-17197. Docket No. FAA-2012-0671; Directorate Identifier 2011-NM-096-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective October 23, 2012.

(b) Affected ADs

This AD supersedes AD 2005-25-21, Amendment 39-14414 (70 FR 73919, December 14, 2005).

(c) Applicability

This AD applies to all Airbus Model A330-243, -243F, -341, -342 and -343 airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 78, Engine Exhaust.

(e) Reason

This AD was prompted by new life limits on certain thrust reverser C-duct assemblies. We are issuing this AD to prevent fatigue cracking of the hinges integrated into the 12 o'clock beam of the thrust reversers, which could result in separation of a thrust reverser from the airplane, and consequent reduced controllability of the airplane.

(f) Compliance

You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

(g) C-duct Assembly Removal

At the applicable compliance time specified in table 1 to paragraph (g) of this AD: Remove the applicable C-duct assemblies of the left- and right-hand thrust reversers, in accordance with a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent). Thereafter, for any C-duct assembly of the left- and right-hand thrust reversers installed after the effective date of this AD, before the accumulation of the applicable total flight cycles specified in table 1 to paragraph (g) of this AD: Remove the C-duct assembly, in accordance with a method approved by either the Manager, International Branch, ANM-116; or the EASA (or its delegated agent).

TABLE 1 TO PARAGRAPH (G) OF THIS AD—PART REMOVAL THRESHOLDS

Part No.—	Compliance times at the later of the times specified—	
HDTR3410L, HDTR3410R, HDTR3411L, HDTR3411R, HDTR3412R, HDTR3413R.	Before the accumulation of 10,000 total flight cycles since the first installation of C-duct on the airplane.	Within 3 months after the effective date of this AD.
HDTR3414L, HDTR3416R, HDTR3417R that have been modified in service as specified in Airbus Mandatory Service Bulletin A330-78-3010 or Rolls-Royce Service Bulletin RB.211-78-C899 at 7,200 total flight cycles or more since first installation on an airplane.	Before the accumulation of 10,000 total flight cycles since the first installation of C-duct on the airplane.	Within 3 months after the effective date of this AD.
HDTR3414L, HDTR3416R, HDTR3417R that have been modified in production by Airbus Modification 47316 or that have been modified in service as specified in Airbus Mandatory Service Bulletin A330-78-3010 or Rolls-Royce Service Bulletin RB.211-78-C899, before the accumulation of 7,200 total flight cycles since first installation on an airplane.	Before the accumulation of 25,000 total flight cycles since the first installation of C-duct on the airplane.	Within 3 months after the effective date of this AD.

TABLE 1 TO PARAGRAPH (G) OF THIS AD—PART REMOVAL THRESHOLDS—Continued

HDTR3412L, HDTR3416L, HDTR3417L, HDTR3414R, HDTR3419R, HDTR3420R.	Before the accumulation of 25,000 total flight cycles since the first installation of C-duct on the airplane.	Within 3 months after the effective date of this AD.
HDTR3413L, HDTR3415R, HDTR3415L, HDTR3418R.	Before the accumulation of 40,000 total flight cycles since the C-duct was new.	Within 3 months after the effective date of this AD.

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, International Branch, ANM-116, 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 Branch, send it to ATTN: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone (425) 227-1138; fax (425) 227-1149. 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. The AMOC approval letter must specifically reference this AD.

(2) *Airworthy Product*: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(i) Related Information

Refer to MCAI EASA Airworthiness Directive 2011-0018, dated February 3, 2011; for related information.

(j) Material Incorporated by Reference

None.

Issued in Renton, Washington, on September 6, 2012.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2012-22954 Filed 9-17-12; 8:45 am]

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DEPARTMENT OF DEFENSE

Office of the Secretary

32 CFR Part 233

[DOD-2008-OS-0049]

RIN 0790-AI27

Federal Voting Assistance Program

AGENCY: Office of the Under Secretary of Defense for Personnel and Readiness/ Federal Voting Assistance Program, DoD.

ACTION: Interim final rule

SUMMARY: This rule concerns the Federal Voting Assistance Program (FVAP). It provides direction and guidance to the Department of Defense and other Federal departments and agencies in establishing voting assistance programs for citizens covered by the Uniformed and Overseas Citizens Absentee Voting Act (UOCAVA) as modified by the Military and Overseas Voter Empowerment Act. The 2012 election cycle starts with the January 10, 2012 New Hampshire Presidential Preference Primary and continues through the November 6, 2012 General Election. This 2012 election schedule requires that the policies and procedures set forth in the rule must be in place to ensure that citizens voting under UOCAVA are fully guided and supported through established voting assistance programs within the Federal departments and agencies. Therefore, this rule is being established as an interim final rule to allow promulgation of appropriate direction and guidance prior to completion of a public comment period.

DATES: *Effective date:* September 18, 2012.

Comment date: Comments must be received by November 19, 2012.

ADDRESSES: You may submit comments, identified by docket number and or Regulatory Information Number (RIN) number and title, by any of the following methods:

- *Federal Rulemaking Portal:* <http://www.regulations.gov>. Follow the instructions for submitting comments.
- *Mail:* Federal Docket Management System Office, 4800 Mark Center Drive, 2nd floor, East Tower, Suite 02G09, Alexandria, VA 22350-3100.

Instructions: All submissions received must include the agency name and docket number or RIN for this **Federal Register** document. The general policy for comments and other submissions from members of the public is to make these submissions available for public viewing on the Internet at <http://www.regulations.gov> as they are received without change, including any personal identifiers or contact information.

FOR FURTHER INFORMATION CONTACT: John B. Godley, (703) 588-8108.

SUPPLEMENTARY INFORMATION:

Background

Part 233 establishes policy and assigns responsibilities for the Federal Voting Assistance Program. It establishes policy and assigns responsibilities for the development and implementation of installation voter assistance (IVA) offices. This part establishes policy for the development and implementation, jointly with each State, of procedures for persons to apply to register to vote at recruitment offices of the Military Services.

Executive Order 12866, “Regulatory Planning and Review” and Executive Order 13563, “Improving Regulation and Regulatory Review”

It has been certified that 32 CFR part 233 does not:

- (1) Have an annual effect on the economy of \$100 million or more or adversely affect in a material way the economy; a section of the economy; productivity; competition; jobs; the environment; public health or safety; or State, local, or tribal governments or communities;
- (2) Create a serious inconsistency or otherwise interfere with an action taken or planned by another Agency;
- (3) Materially alter the budgetary impact of entitlements, grants, user fees, or loan programs, or the rights and obligations of recipients thereof; or
- (4) Raise novel legal or policy issues arising out of legal mandates, the President’s priorities, or the principles set forth in these Executive Orders.

Sec. 202, Public Law 104-4, “Unfunded Mandates Reform Act”

It has been certified that 32 CFR part 233 does not contain a Federal mandate