

specified in Airbus SAS AMM Task 27-93-34-400-001-A. This does not apply to the onboard loading of ELAC units. The access and closing instructions identified in AMM Task 27-93-34-400-001-A are not required by this AD. Operators may perform those actions in accordance with instructions that are part of an FAA-accepted maintenance or inspection program, as applicable.

**(k) Airplanes Not Affected by the Requirements of Paragraph (h) of This AD**

(1) An airplane on which any modification (mod) specified in paragraphs (k)(1)(i) and (k)(1)(ii) of this AD was embodied in production is not affected by the requirements of paragraph (h) of this AD, provided it is determined that no affected ELAC unit is installed as of the effective date of this AD.

(i) Airbus SAS mod 161843 (installation of data-loadable ELAC P/N 3945129100 unit with L99 software P/N 3945129111) or mod 159979 (installation of non-data-loadable ELAC L99 P/N 3945128217 unit).

(ii) Airbus SAS mod 160577 (installation of data-loadable ELAC P/N 3945129100 unit with L101 software P/N 3945129112) or mod 162042 (installation of non-data-loadable ELAC L101 P/N 3945128218 unit).

(2) An airplane that has been modified as specified in the service information identified in paragraph (k)(2)(i), (k)(2)(ii), or (k)(2)(iii) of this AD is not affected by the requirements of paragraph (h) of this AD, provided it is determined that no affected ELAC unit is installed as of the effective date of this AD.

(i) Airbus Service Bulletin A320-27-1267, dated September 27, 2017 (installation of non-data-loadable ELAC L101 P/N 3945128218 unit).

(ii) Airbus Service Bulletin A320-27-1268, dated September 27, 2017 (installation of data-loadable ELAC P/N 3945129100 unit with L101 software P/N 3945129112 for A320 NEO).

(iii) Airbus Service Bulletin A320-27-1269, dated September 27, 2017 (installation of data-loadable ELAC P/N 3945129100 unit with L101 software P/N 3945129112).

**(l) Terminating Action for AD 2016-17-03**

Accomplishing the actions required by paragraph (h) of this AD or complying with the provisions specified in paragraph (k) of this AD terminates all requirements of AD 2016-17-03.

**(m) 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 (n)(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 EASA; or Airbus SAS's EASA 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.

**(n) Related Information**

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2018-0007R1, dated January 19, 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-2018-0556.

(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 206-231-3223.

(3) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (o)(3) and (o)(4) of this AD.

**(o) 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 Service Bulletin A320-27-1263, dated April 28, 2017.

(ii) Airbus Service Bulletin A320-27-1264, dated April 28, 2017.

(3) For service information identified in this AD, contact Airbus SAS, Airworthiness Office—EIAS, Rond-Point Emile Dewoitine No: 2, 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 February 1, 2019.

**Michael Kaszycki,**

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

[FR Doc. 2019-02558 Filed 2-15-19; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

**[Docket No. FAA-2013-0555; Product Identifier 2010-SW-047-AD; Amendment 39-19537; 2014-05-06 R2]**

**RIN 2120-AA64**

**Airworthiness Directives; Airbus Helicopters Deutschland GmbH (Type Certificate Previously Held by Eurocopter Deutschland GmbH) Helicopters**

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

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

**SUMMARY:** We are removing Airworthiness Directive (AD) 2014-05-06 R1, which applied to Airbus Helicopters Deutschland GmbH (type certificate previously held by Eurocopter Deutschland GmbH) Model EC135 and MBB-BK 117 C-2 helicopters. AD 2014-05-06 R1 required installing bushings and washers on the flight controls. This action is prompted by an error in the issuance of 2014-05-06 R1. Accordingly, AD 2014-05-06 R1 is removed.

**DATES:** This AD becomes effective February 19, 2019.

We must receive comments on this AD by April 22, 2019.

**ADDRESSES:** You may send comments by any of the following methods:

- *Federal eRulemaking Docket:* Go to <http://www.regulations.gov>. Follow the online instructions for sending your comments electronically.

- *Fax:* 202-493-2251.

- *Mail:* Send comments to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590-0001.

- *Hand Delivery:* Deliver to the "Mail" address between 9 a.m. and 5

p.m., Monday through Friday, except Federal holidays.

### 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–2013–0555; 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 AD, the economic evaluation, any comments received, and other information. The street address for Docket Operations (telephone 800-647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** Matt Fuller, Senior Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email [matthew.fuller@faa.gov](mailto:matthew.fuller@faa.gov).

### SUPPLEMENTARY INFORMATION:

#### Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not provide you with notice and an opportunity to provide your comments prior to it becoming effective. However, we invite you to participate in this rulemaking by submitting written comments, data, or views. We also invite comments relating to the economic, environmental, energy, or federalism impacts that resulted from adopting this AD. The most helpful comments reference a specific portion of the AD, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should send only one copy of written comments, or if comments are filed electronically, commenters should submit them only one time. We will file in the docket all comments that we receive, as well as a report summarizing each substantive public contact with FAA personnel concerning this rulemaking during the comment period. We will consider all the comments we receive and may conduct additional rulemaking based on those comments.

#### Discussion

We issued AD 2014–05–06 R1, Amendment 39–19529 (83 FR 64734, December 18, 2018) (AD 2014–05–06 R1), for certain Model EC135 P1, P2, P2+, T1, T2, and T2+ helicopters and Model MBB–BK 117C–2 helicopters. AD 2014–05–06 R1 required installing bushings and washers on the flight controls to prevent shifting of the flight

control bearings in the axial direction. AD 2014–05–06 R1 removed AD 2014–05–06, Amendment 39–17779 (79 FR 13196, March 10, 2014) (AD 2014–05–06), which had the same requirements but had the additional requirement of repetitively inspecting the flight control bearings. The actions of AD 2014–05–06 and AD 2014–05–06 R1 were intended to detect and correct incorrectly installed flight control bearings.

#### Actions Since AD 2014–05–06 R1 Was Issued

After we published AD 2014–05–06 R1, we realized that the amendatory language is in error. Although, as published, AD 2014–05–06 R1 stated it replaced AD 2014–05–06, we previously removed AD 2014–05–06 when we issued AD 2017–03–01, Amendment 39–18792 (82 FR 11502, February 24, 2017) (AD 2017–03–01). AD 2017–03–01 contains the same requirements as AD 2014–05–06, including the repetitive inspections, but corrected an error in the compliance time. Instead of issuing AD 2014–05–06 R1, we should have issued a new AD to change the repetitive inspections by replacing AD 2017–03–01.

AD 2017–03–01 is still an effective AD that requires repetitively inspecting the flight control bearings and installing bushings and washers. Accordingly, we are removing AD 2014–05–06 R1.

#### FAA's Justification and Determination of the Effective Date

AD 2014–05–06 R1 removed an AD that is no longer effective and required actions that are already required by an AD that is effective. As a result, AD 2014–05–06 R1 was causing confusion for operators and would have required unnecessary maintenance actions. We believe it is therefore unlikely that we will receive any adverse comments or useful information about this AD from U.S. operators. Therefore, we find good cause that notice and opportunity for prior public comment are unnecessary. In addition, for the reason stated above, we find that good cause exists for making this amendment effective in less than 30 days.

#### 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, I certify that this AD:

1. Is not a "significant regulatory action" under Executive Order 12866,
2. Is not a "significant rule" under 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 removing airworthiness directive (AD) 2014–05–06 R1, Amendment 39–19529 (83 FR 64734, December 18, 2018), and adding a new AD:

**2014–05–06 R2 Airbus Helicopters Deutschland GmbH (Type Certificate Previously Held by Eurocopter Deutschland GmbH):** Amendment 39–19537; Docket No. FAA–2013–0555; Product Identifier 2010–SW–047–AD.

**(a) Effective Date**

This AD becomes effective February 19, 2019.

**(b) Affected ADs**

This AD removes AD 2014-05-06 R1, Amendment 39-19529 (83 FR 64734, December 18, 2018).

**(c) Applicability**

This AD applies to the following Airbus Helicopters Deutschland GmbH (type certificate previously held by Eurocopter Deutschland GmbH) helicopters, certificated in any category:

(1) Model EC135 P1, P2, P2+, T1, T2, and T2+ helicopters, serial number (S/N) 0005 through 00829, with a tail rotor control lever, part number (P/N) L672M2802205 or L672M1012212; cyclic control lever, P/N L671M1005250; collective control lever assembly, P/N L671M2020108; or collective control plate, P/N L671M5040207; installed, and

(2) Model MBB-BK 117 C-2 helicopters, S/N 9004 through 9310, with a tail rotor control lever assembly, P/N B672M1007101 or B672M1807101; tail rotor control lever, P/N B672M1002202 or L672M2802205; or lateral control lever assembly, P/N B670M1008101, installed.

**(d) Subject**

Joint Aircraft Service Component (JASC) Code: 6710, Main Rotor Control.

**(e) Related Information**

For more information about this AD, contact Matt Fuller, Senior Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email [matthew.fuller@faa.gov](mailto:matthew.fuller@faa.gov).

Issued in Fort Worth, Texas, on December 20, 2018.

**Lance T. Gant,**

*Director, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2019-02631 Filed 2-15-19; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2019-0048; Product Identifier 2018-NE-19-AD; Amendment 39-19556; AD 2019-03-04]

**RIN 2120-AA64**

**Airworthiness Directives; Engine Alliance Turbofan Engines**

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

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

**SUMMARY:** We are superseding Airworthiness Directive (AD) 2018-11-

16 for all Engine Alliance (EA) GP7270 and GP7277 turbofan engines with a certain engine fan hub assembly. AD 2018-11-16 required a one-time eddy current inspection (ECI) of the engine fan hub blade slot bottom and blade slot front edge for cracks, a visual inspection of the engine fan hub assembly for damage, and removal of parts if damage or defects are found that are outside serviceable limits. This AD retains these requirements, but expands the population of affected engine fan hub assemblies and revises the compliance time for the inspections. This AD was prompted by the FAA's determination that inspections need to be expanded to all EA GP7270 and GP7277 turbofan engines. We are issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective March 6, 2019.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of March 6, 2019.

We must receive comments on this AD by April 5, 2019.

**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 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this final rule, contact Engine Alliance, 411 Silver Lane, East Hartford, CT 06118; phone: 800-565-0140; email: [help24@pw.utc.com](mailto:help24@pw.utc.com); website: [www.engineallianceportal.com](http://www.engineallianceportal.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 781-238-7759. It is also available on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0048.

**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-2019-0048; 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 street address for Docket Operations (phone: 800-647-5527) is listed above. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** Matthew Smith, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA, 01803; phone: 781-238-7735; fax: 781-238-7199; email: [matthew.c.smith@faa.gov](mailto:matthew.c.smith@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Discussion**

We issued AD 2018-11-16, Amendment 39-19304 (83 FR 27891, June 15, 2018), ("AD 2018-11-16"), for certain EA GP7270 and GP7277 turbofan engines. AD 2018-11-16 required a one-time ECI of the engine fan hub blade slot bottom and blade slot front edge for cracks, a visual inspection of the engine fan hub assembly for damage, and removal of parts if damage or defects are found that are outside serviceable limits. AD 2018-11-16 resulted from an uncontained failure of the engine fan hub assembly. We issued AD 2018-11-16 to detect defects, damage, and cracks that could result in an uncontained failure of the engine fan hub assembly.

**Actions Since AD 2018-11-16 was Issued**

Since we issued AD 2018-11-16, we determined that inspections need to be expanded to all EA GP7270 and GP7277 turbofan engines with a certain engine fan hub assembly because all engines are subject to the unsafe condition. As a result, EA published EA Alert Service Bulletin (ASB) EAGP7-A72-389, Revision No. 3, dated October 18, 2018, to expand the population of engine fan hub assemblies that require inspection. We also determined that we could remove the EA GP7272 turbofan engine from the Applicability paragraph of this AD because the engine was not manufactured. The Applicability paragraph of this AD aligns with the EA service information. We are issuing this AD to address the unsafe condition on these products.

**Related Service Information Under 14 CFR Part 51**

We reviewed EA ASB EAGP7-A72-389, Revision No. 3, dated October 18, 2018. The ASB describes procedures for ECI and visual inspection of the GP7270