this AD. For service information identified in this AD, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone 972–641–0000 or 800–232–0323; fax 972–641–3775; or at https:// www.airbus.com/ helicopters/services/ technical-support.html. You may view the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N–321, Fort Worth, TX 76177.


(j) Subject
Joint Aircraft Service Component (JASC) Code: 6320, Main Rotor Gearbox.

(k) Material Incorporated by Reference
(1) The Director of the Federal Register approved the incorporation by reference 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.

(i) Airbus Helicopters Alert Service Bulletin (ASB) No. AS350–05.00.92, Revision 0, dated July 16, 2018.
(ii) Airbus Helicopters ASB No. AS355– 05.00.79, Revision 0, dated July 16, 2018.
(iii) Airbus Helicopters ASB No. EC130–05A028, Revision 0, dated July 16, 2018.

(3) For service information identified in this AD, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone 972–641–0000 or 800–232–0323; fax 972–641–3775; or at https:// www.airbus.com/ helicopters/services/ technical-support.html.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N–321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817–222–5110.

(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, email fedreg.legal@nara.gov, or go to: https:// www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on October 23, 2020.

Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020–24675 Filed 11–6–20; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Airbus SAS Airplanes

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

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2017–18–17, which applied to all Airbus SAS Model A300 B4–603, A300 B4–620, A300 B4–622, A300 B4–605R, A300 B4–622R, A300 F4–605R, A300 F4–622R, and A300 C4–605R Variant F airplanes. AD 2017–18–17 required modifying certain fuselage frames and a repair on certain modified airplanes. This AD continues to require the actions in AD 2017–18–17, and also requires, for certain airplanes, another inspection to determine if rotating probe inspections were performed prior to oversizing of the open-holes, and repair if necessary; as specified in a European Union Aviation Safety Agency (EASA) AD, which is incorporated by reference. This AD was prompted by a report indicating that the material used to manufacture the upper frame feet was changed and negatively affected the fatigue life of the frame feet, and a determination that more work is required for certain modified airplanes. This AD continues to require the actions in AD 2017–18–17, and also requires, for certain airplanes, another inspection to determine if rotating probe inspections were performed prior to oversizing of the open-holes, and repair if necessary; as specified in a European Union Aviation Safety Agency (EASA) AD, which is incorporated by reference. This AD was prompted by a report indicating that the material used to manufacture the upper frame feet was changed and negatively affected the fatigue life of the frame feet, and a determination that more work is required for certain modified airplanes.

DATES: This AD is effective December 14, 2020.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of December 14, 2020.

ADDRESSES: For the material incorporated by reference (IBR) in this AD, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADs@easa.europa.eu; internet: www.easa.europa.eu. You may find this IBR material on the EASA website at https://ad.easa.europa.eu. You may view this IBR material at the FAA, Airworthiness Products Section, Operational Safety 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 in the AD docket on the internet at https:// www.regulations.gov by searching for and locating Docket No. FAA–2020–0464.

Examination of the AD Docket
You may examine the AD docket on the internet at https:// www.regulations.gov by searching for and locating Docket No. FAA–2020–0464; 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, any comments received, and other information. The address for Docket Operations 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: Dan Rodina, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 50318; phone and fax: 206–231–3225; email: dan.rodina@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion
The EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2020–0051, dated March 11, 2020 (“EASA AD 2020–0051”) (also referred to as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition for all Airbus SAS Model A300 B4–603, A300 B4–620, A300 B4–622, A300 B4–605R, A300 B4–622R, A300 F4–605R, A300 F4–622R, A300 C4–620, and A300 C4–605R Variant F airplanes. Model A300 C4–620 airplanes are not certificated by the FAA and are not included on the U.S. type certificate data sheet; this AD therefore does not include those airplanes in the applicability.

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2017–18–17, Amendment 39–19026 (82 FR 43160, September 14, 2017) (“AD 2017–18–17′′). AD 2017–18–17 applied to all Airbus SAS Model A300 B4–603, A300 B4–620, A300 B4–622, A300 B4–605R, A300 B4–622R, A300 F4–605R, A300 F4–622R, A300 C4–620, and A300 C4–605R Variant F airplanes. The NPRM was published in the Federal Register on June 8, 2020 (85 FR 35016). The NPRM was prompted by a report indicating that the material used to manufacture the upper frame feet was changed and negatively affected the fatigue life of the frame feet, and a determination that more work is required for certain modified airplanes.

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2017–18–17, Amendment 39–19026 (82 FR 43160, September 14, 2017) (“AD 2017–18–17′′). AD 2017–18–17 applied to all Airbus SAS Model A300 B4–603, A300 B4–620, A300 B4–622, A300 B4–605R, A300 B4–622R, A300 F4–605R, A300 F4–622R, A300 C4–620, and A300 C4–605R Variant F airplanes. The NPRM was published in the Federal Register on June 8, 2020 (85 FR 35016). The NPRM was prompted by a report indicating that the material used to manufacture the upper frame feet was changed and negatively affected the fatigue life of the frame feet, and a determination that more work is required for certain modified airplanes.

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required for certain airplanes that were previously modified. The NPRM proposed to continue to require the actions in AD 2017–18–17, as specified in an EASA AD. The NPRM also proposed to require, for certain airplanes, an inspection to determine if rotating probe inspections were performed prior to oversizing of the open-holes, and repair if necessary, as specified in an EASA AD.

The FAA is issuing this AD to address cracking of the center section of the fuselage, which could result in a ruptured frame foot and reduced structural integrity of the airplane. See the MCAI for additional background information.

Comments

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

Request for Credit for Using Previous Service Information

FedEx requested that the FAA provide credit for accomplishing the required actions using Airbus Service Bulletin A300–53–6178, dated March 17, 2015, provided the appropriate rotating probe inspection is performed before oversizing the open holes. FedEx stated that its fleet is already in compliance with the required actions but used Airbus Service Bulletin A300–53–6178, dated March 17, 2015, not the current revision Airbus Service Bulletin A300–53–6178, Revision 01, dated September 20, 2019.

The FAA disagrees with the request. This AD incorporated by reference EASA AD 2020–0051 as the appropriate material to use to comply with this AD. Paragraph (3) of EASA AD 2020–0051 specifies that, for airplanes on which the modification specified in Airbus Service Bulletin A300–53–6178, dated March 17, 2015, was accomplished, additional work must be done. That additional work consists of determining whether or not a rotating probe inspection was performed before oversizing of the open-holes and, depending on findings, additional corrective actions. Therefore, the credit the commenter requested is already included in the requirements of this AD. The FAA has not revised this AD in this regard.

Conclusion

The FAA reviewed the relevant data, considered the comment received, and determined that air safety and the public interest require adopting this final rule as proposed, except for minor editorial changes. The FAA has determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM for addressing the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

Related IBR Material Under 1 CFR Part 51

EASA AD 2020–0051 describes procedures for modifying certain fuselage frames; a repair on certain modified airplanes; and, for certain airplanes, an inspection to determine if a rotating probe inspection was performed prior to oversizing of the open-holes, contacting the manufacturer for post-modification work instructions, and repair. This material 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.

Costs of Compliance

The FAA estimates that this AD affects 65 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

<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>Retained actions from AD 2017–18–17. New actions ..........</td>
<td>Up to 235 work-hours \times $85 per hour = Up to $19,975. 1 work-hour \times $85 per hour = $85 ..........</td>
<td>$23,000</td>
<td>Up to $42,975 ..........</td>
<td>Up to $2,793,375.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>$85 ..........</td>
<td>$5,525</td>
</tr>
</tbody>
</table>

The FAA has received no definitive data that would enable providing cost estimates for the on-condition repairs specified in this AD.

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.

The FAA is 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

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) Will not affect intrastate aviation in Alaska, and
(3) 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:

AD: [45x74](i) Other FAA AD Provisions

exceeding 24,100 total flight cycles or 42,000
requires doing those actions prior to
after Airbus Service Bulletin A300–53–6178
6 months (estimated by projection of airplane
Bulletin A300–53–6178 has been done:

effective date of this AD.

effective date, this AD requires using the
March 11, 2020 (‘‘EASA AD 2020–0051’’).

Safety Agency (EASA) AD 2020–0051, dated
accordance with, European Union Aviation
AD: Comply with all required actions and
done.

(f) Compliance

reduced structural integrity of the airplane.
FAA is issuing this AD to address cracking
airplanes that were previously modified. The
that more work is required for certain
manufacture the upper frame feet was
indicating that the material used to

(e) Reason

This AD was prompted by a report
indicating that the material used to
manufacture the upper frame feet was changed and negatively affected the fatigue
life of the frame feet, and a determination
that more work is required for certain
airplanes that were previously modified. The
FAA is issuing this AD to address cracking
of the center section of the fuselage, which
could result in a ruptured frame foot and
reduced structural integrity of the airplane.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (b) of this
AD: Comply with all required actions and
compliance times specified in, and in
accordance with, European Union Aviation
Safety Agency (EASA) AD 2020–0051, dated
March 11, 2020 (‘‘EASA AD 2020–0051’’).

(b) Exceptions to EASA AD 2020–0051

(1) Where EASA AD 2020–0051 refers to its
effective date, this AD requires using the
effective date of this AD.

(2) The ‘‘Remarks’’ section of EASA AD
2020–0051 does not apply to this AD.

(3) For airplanes on which the
modification specified in Airbus Service
Bulletin A300–53–6178 has been done:
Where paragraph (4) of EASA AD 2020–0051
specifies to do certain actions ‘‘no later than
6 months (estimated by projection of airplane
usage) prior to exceeding 24,500 flight cycles
or 42,700 flight hours, whichever occurs first,
after Airbus Service Bulletin A300–53–6178
embodiment (at any revision),’’ this AD
requires doing those actions prior to
exceeding 24,100 total flight cycles or 42,000
total flight hours, whichever occurs first after
doing the modification.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance
(AMOCs): The Manager, Large Aircraft
Section, International Validation Branch,
FAA, has the authority to approve AMOCs
for this AD, if requested using the procedures
found in 14 CFR 91.9. In accordance with
14 CFR 91.9, the EASA AD 2020–0051
AD docket can be found at https://www.regulations.gov by searching for and

(5) You may view this material that is
incorporated by reference at the National
Archives and Records Administration
(NARA). For information on the availability of
this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on October 19, 2020.

Lance T. Gant,
Director, Compliance & Airworthiness
Division, Aircraft Certification Service.
[FR Doc. 2020–24641 Filed 11–6–20; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2020–0451; Product
Identifier 2020–NM–036–AD; Amendment
39–21302; AD 2020–22–06]

RIN 2120–AA64

Airworthiness Directives; Airbus SAS
Airplanes

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

ACTION: Final rule.

SUMMARY: The FAA is superseding
Airworthiness Directive (AD) 99–01–19
and AD 2004–25–02, which applied to
certain Airbus SAS Model A320 series
airplanes. AD 99–01–19 and AD 2004–
25–02 required repetitive inspections to
detect fatigue cracking in certain areas
of the fuselage, and corrective action if
necessary. AD 2004–25–02 also provided
an optional terminating action for the
repetitive inspections. This AD continues
to require, for certain airplanes, repetitive
inspections of the fastener holes for any
cracking, and repair if necessary, and
provides an optional terminating action for
the fastener hole inspections. This AD also
revises the applicability to include
additional airplanes and requires, for all
airplanes, inspections of the emergency
exit door structure for any cracking and
repair if necessary; as specified in a
European Union Aviation Safety Agency
(EASA) AD, which is incorporated by
reference. This AD was prompted by a
report that during full scale tests to
support the Model A320 structure
extended service goal (ESG) exercise,