enough money to cover a withdrawal, debit, payment, or transfer transaction.

(e) *Nonsufficient funds fee* or *NSF fee* means a charge that is assessed by a covered financial institution for declining an attempt by a consumer to withdraw, debit, pay, or transfer funds from their account due to insufficient funds. The label used by the covered financial institution for a fee is not determinative of whether or not it is a *nonsufficient funds fee.*

§ 1042.3 Identification and prohibition of abusive practice.

(a) *Identification.* It is an abusive practice for a covered financial institution to charge a nonsufficient funds fee in connection with a covered transaction.

(b) *Prohibition.* A covered financial institution must not assess a nonsufficient funds fee in connection with any covered transaction.

Rohit Chopra,

Director, Consumer Financial Protection Bureau.

[FR Doc. 2024–01688 Filed 1–30–24; 8:45 am]

BILLING CODE 4810–AM–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2024–0040; Project Identifier MCAI–2023–01196–T]

RIN 2120–AA64

Airworthiness Directives; Airbus SAS Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2014–15–09, AD 2020–15–09, and AD 2022–16–07. AD 2014–15–09 applies to all Airbus SAS Model A330–200 Freighter, A330–200 and –300, and A340–200, –300, –500, and –600 series airplanes. AD 2020–15–09 applies to all Airbus SAS Model A330–941 airplanes. AD 2014–15–09 and AD 2020–15–09 require repetitive operational tests of the hydraulic locking function on certain spoiler servo-controls (SSCs) and replacement if necessary. AD 2022–16–07 applies to certain Airbus SAS Model A330–200, A330–200 Freighter, and A330–300 series airplanes. AD 2022–16–07 requires revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. Since the FAA issued AD 2022–16–07, the FAA has determined that new or more restrictive airworthiness limitations are necessary. This proposed AD would continue to require certain actions in AD 2014–15–09, AD 2020–15–09, and AD 2022–16–07 and would require revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations, as specified in a European Union Aviation Safety Agency (EASA), which is proposed for incorporation by reference (IBR). This proposed AD also removes Model A340–200, –300, –500, and –600 series airplanes from the applicability. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by March 18, 2024.

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 *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:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2024–0040; 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 NPRM, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For EASA material that is proposed for IBR in this NPRM, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *ADs@easa.europa.eu;* website *easa.europa.eu.* You may find this material on the EASA website at *ad.easa.europa.eu.*
- For Airbus service information that is proposed for IBR in this NPRM, contact Airbus SAS, Airworthiness Office—EAL, Rond-Point Emile Dewoitine No: 2, 31700 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email *airworthiness.A330-A340@airbus.com;* website *airbus.com.*
- You may view this service information 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 at *regulations.gov* under Docket No. FAA–2024–0040.

FOR FURTHER INFORMATION CONTACT: Vladimir Ulyanov, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 206–231–3229; email *Vladimir.ulyanov@faa.gov*.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under **ADDRESSES**. Include ''Docket No. FAA–2024–0040; Project Identifier MCAI–2023–01196–T'' at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to *regulations.gov*, including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as ''PROPIN.'' The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI

should be sent to Vladimir Ulyanov, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 206–231–3229; email *Vladimir.ulyanov@faa.gov.* Any commentary that the FAA receives that is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA issued AD 2014–15–09, Amendment 39–17911 (79 FR 44663, August 1, 2014) (AD 2014–15–09), for all Airbus SAS Model A330–200 Freighter, A330–200 and –300, and A340–200, –300, –500, and –600 series airplanes. AD 2014–15–09 was prompted by an MCAI originated by EASA, which is the Technical Agent for the Member States of the European Union. EASA issued AD 2013–0251 dated October 15, 2013; Correction dated October 16, 2013 (EASA AD 2013–0251), to correct an unsafe condition.

AD 2014–15–09 requires repetitive operational tests of the hydraulic locking function on certain SSCs and replacement if necessary. The FAA issued AD 2014–15–09 to address loss of the hydraulic locking function during take-off, which, in combination with one inoperative engine, could result in reduced controllability of the airplane.

The FAA issued AD 2020–15–09, Amendment 39–21172 (85 FR 45767, July 30, 2020) (AD 2020–15–09) for all Airbus SAS Model A330–941 airplanes. AD 2020–15–09 was prompted by an MCAI originated by EASA. EASA issued AD 2020–0054, dated March 11, 2020 (EASA AD 2020–0054) to correct an unsafe condition.

AD 2020–15–09 requires repetitive operational tests of the hydraulic locking function on certain SSCs and replacement if necessary. The FAA issued AD 2020–15–09 to address loss of hydraulic locking function on the SSCs, which in combination with one engine inoperative at takeoff, could result in reduced controllability of the airplane.

The FAA issued AD 2022–16–07, Amendment 39–22136 (87 FR 51585, August 23, 2022) (AD 2022–16–07) for certain Airbus SAS Model A330–200, A330–200 Freighter, and A330–300 series airplanes. AD 2022–16–07 was prompted by an MCAI originated by EASA. EASA issued AD 2021–0248, dated November 15, 2021 (EASA AD 2021–0248) to correct an unsafe condition.

AD 2022–16–07 requires revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. The FAA issued AD 2022–16–07 to address a safety-significant latent failure (that is not annunciated) that, in combination with one or more other specific failures or events, could result in a hazardous or catastrophic failure condition.

Actions Since AD 2022–16–07 Was Issued

Since the FAA issued AD 2022–16–07, EASA superseded AD 2020–0054 and 2021–0248R1, dated October 12, 2022, and issued EASA AD 2023–0199, dated November 17, 2023 (EASA AD 2023–0199) (referred to after this as the MCAI), for all Airbus SAS Model A330–201, A330–202, A330–203, A330–223, A330–223F, A330–243, A330–243F, A330–301, A330–302, A330–303, A330–321, A330–322, A330–323, A330–341, A330–342, A330–343, A330–841 and A330–941 airplanes. The MCAI states that new or more restrictive airworthiness limitations have been developed.

Airplanes with an original airworthiness certificate or original export certificate of airworthiness issued after October 2, 2023, must comply with the airworthiness limitations specified as part of the approved type design and referenced on the type certificate data sheet; this proposed AD therefore does not include those airplanes in the applicability.

The FAA is proposing this AD to address a safety-significant latent failure (that is not annunciated) that, in combination with one or more other specific failures or events, could result in a hazardous or catastrophic failure condition. You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2024–0040.

Related Service Information Under 1 CFR Part 51

The FAA reviewed EASA AD 2023–0199. This service information specifies new or more restrictive airworthiness limitations for airplane structures, including the repetitive operational tests required by EASA AD 2013–0251 and EASA AD 2020–0054 (which correspond to FAA AD 2014–15–09 and FAA AD 2020–15–09).

This proposed AD would also require EASA AD 2021–0248, which the Director of the Federal Register approved for incorporation by reference as of September 27, 2022 (87 FR 51585, August 23, 2022).

This proposed AD would also require EASA AD 2020–0054, which the Director of the Federal Register approved for incorporation by reference as of September 3, 2020 (85 FR 45767, July 30, 2020).

This proposed AD would also require Airbus Service Bulletin A330–27–3195, Revision 01, dated February 6, 2014, which the Director of the Federal Register approved for incorporation by reference as of September 5, 2014 (79 FR 44663, August 1, 2014).

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 **ADDRESSES**.

FAA's Determination

This product has been approved by the aviation authority of another country and is approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, it has notified the FAA of the unsafe condition described in the MCAI and service information referenced above. The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Proposed AD Requirements in This NPRM

This proposed AD would retain certain requirements of AD 2014–15–09, AD 2020–15–09, and AD 2022–16–07. This proposed AD would also require revising the existing maintenance or inspection program, as applicable, to incorporate additional new or more restrictive airworthiness limitations, which are specified in EASA AD 2023–0199 already described, as proposed for incorporation by reference. Any differences with EASA AD 2023–0199 are identified as exceptions in the regulatory text of this AD.

This proposed AD would require revisions to certain operator maintenance documents to include new actions (*e.g.,* inspections). Compliance with these actions is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by this proposed AD, the operator may not be able to accomplish the actions described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance (AMOC) according to paragraph (s)(1) of this proposed AD.

Explanation of Required Compliance Information

In the FAA's ongoing efforts to improve the efficiency of the AD process, the FAA developed a process to use some civil aviation authority (CAA) ADs as the primary source of information for compliance with

requirements for corresponding FAA ADs. The FAA has been coordinating this process with manufacturers and CAAs. As a result, the FAA proposes to retain the IBR of EASA AD 2020–0054 and EASA AD 2021–0248 and incorporate EASA AD 2023–0199 by reference in the FAA final rule. This proposed AD would, therefore, require compliance with EASA AD 2020–0054, EASA AD 2021–0248 and EASA AD 2023–0199 through that incorporation, except for any differences identified as exceptions in the regulatory text of this proposed AD. Using common terms that are the same as the heading of a particular section in EASA AD 2020–0054, EASA AD 2021–0248 or EASA AD 2023–0199 does not mean that operators need comply only with that section. For example, where the AD requirement refers to ''all required actions and compliance times,'' compliance with this AD requirement is not limited to the section titled ''Required Action(s) and Compliance Time(s)'' in EASA AD 2020–0054, EASA AD 2021–0248, or EASA AD 2023–0199. Service information required by EASA AD 2020–0054, EASA AD 2021–0248, and EASA AD 2023–0199 for compliance will be available at *regulations.gov* by searching for and locating Docket No. FAA–2024–0040 after the FAA final rule is published.

Airworthiness Limitation ADs Using the New Process

The FAA's process of incorporating by reference MCAI ADs as the primary source of information for compliance with corresponding FAA ADs has been limited to certain MCAI ADs (primarily those with service bulletins as the primary source of information for accomplishing the actions required by the FAA AD). However, the FAA is now expanding the process to include MCAI ADs that require a change to airworthiness limitation documents, such as airworthiness limitation sections.

For these ADs that incorporate by reference an MCAI AD that changes airworthiness limitations, the FAA requirements are unchanged. Operators must revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in the new airworthiness limitation document. The airworthiness limitations must be followed according to 14 CFR 91.403(c) and 91.409(e).

The previous format of the airworthiness limitation ADs included a paragraph that specified that no alternative actions (*e.g.,* inspections) or intervals may be used unless the actions and intervals are approved as an AMOC in accordance with the procedures specified in the AMOCs paragraph under ''Additional AD Provisions.'' This new format includes a ''New Provisions for Alternative Actions and Intervals'' paragraph that does not specifically refer to AMOCs, but operators may still request an AMOC to use an alternative action or interval.

Explanation of Model A340 Airplanes Removed From the Applicability

This proposed AD does not include Model A340 airplanes in the applicability. EASA issued AD 2023–0200, dated November 17, 2023 (EASA AD 2023–0200), which currently addresses the identified unsafe conditions for the Model A340 airplanes that were included in FAA AD 2014–15–09. The FAA has added EASA AD 2023–0200 to the required airworthiness action list (RAAL) for the Model A340 airplanes. There currently are no Model A340 airplanes on the U.S. register. However, if a U.S. operator imports a Model A340 airplane, they will then be required to show compliance with EASA AD 2023–0200 as specified in the RAAL.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 142 airplanes of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

The FAA estimates the total cost per operator for the retained actions from AD 2022–16–07 to be $7,650 (90 work-hours × $85 per work-hour).

The FAA has determined that revising the existing maintenance or inspection program takes an average of 90 work-hours per operator, although the agency recognizes that this number may vary from operator to operator. Since operators incorporate maintenance or inspection program changes for their affected fleet(s), the FAA has determined that a per-operator estimate is more accurate than a per-airplane estimate.

The FAA estimates the total cost per operator for the new proposed actions to be $7,650 (90 work-hours × $85 per work-hour).

ESTIMATED COSTS FOR OTHER RETAINED ACTIONS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Retained actions from AD 2014–15–09 and AD 2020–15–09.	6 work-hours × $85 per hour = $510	$0	$510	$72,420

The FAA estimates the following costs to do any necessary on-condition actions that would be required based on the results of any required actions. The agency has no way of determining the number of aircraft that might need on-condition actions:

ESTIMATED COSTS OF ON-CONDITION ACTIONS

Labor cost	Parts cost	Cost per product
3 work-hours × $85 per hour = $255	$35,000	$35,255

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

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 this proposed regulation:

(1) Is not a ''significant regulatory action'' under Executive Order 12866,

(2) Would not affect intrastate aviation in Alaska, and

(3) Would 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.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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:

■ a. Removing Airworthiness Directive AD 2014–15–09, Amendment 39–17911 (79 FR 44663, August 1, 2014); AD 2020–15–09, Amendment 39–21172 (85 FR 45767, July 30, 2020); and AD 2022–16–07, Amendment 39–22136 (87 FR 51585, August 23, 2022); and

■ b. Adding the following new AD:

Airbus SAS Airplanes: Docket No. FAA–2024–0040; Project Identifier MCAI–2023–01196–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by March 18, 2024.

(b) Affected ADs

This AD replaces the ADs identified in paragraphs (b)(1) through (3) of this AD.

(1) AD 2014–15–09, Amendment 39–17911 (79 FR 44663, August 1, 2014) (AD 2014–15–09).

(2) AD 2020–15–09, Amendment 39–21172 (85 FR 45767, July 30, 2020) (AD 2020–15–09).

(3) AD 2022–16–07, Amendment 39–22136 (87 FR 51585, August 23, 2022) (AD 2022–16–07).

(c) Applicability

This AD applies to Airbus SAS Model A330–201, –202, –203, –223, –223F, –243, –243F, –301, –302, –303, –321, –322, –323, –341, –342, –343, –841, and –941 airplanes, certificated in any category, with an original airworthiness certificate or original export certificate of airworthiness issued on or before October 2, 2023.

(d) Subject

Air Transport Association (ATA) of America Code 05, Time Limits/Maintenance Checks.

(e) Unsafe Condition

This AD was prompted by a determination that new or more restrictive airworthiness limitations are necessary. The FAA is issuing this AD to address a safety-significant latent failure (that is not annunciated) that, in combination with one or more other specific failures or events, could result in a hazardous or catastrophic failure condition.

(f) Compliance

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

(g) Retained Repetitive Operational Tests of Spoiler Servo-Controls (SSCs) for Certain Airplanes, With Removed References to Model A340 Service Information

This paragraph restates the requirements of paragraph (g) of AD 2014–15–09, with removed references to Model A340 service information. For Model A330–201, –202, –203, –223, –223F, –243, –243F, –301, –302, –303, –321, –322, –323, –341, –342, and –343 airplanes: At the latest of the times specified in paragraphs (g)(1) through (3) of this AD, accomplish an operational test of the hydraulic locking function on each SSC (any type), when fitted on the Blue or Yellow hydraulic circuits, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330–27–3195, Revision 01, dated February 6, 2014. Repeat the operational test thereafter at intervals not to exceed 48 months. Accomplishing the revision of the existing maintenance or inspection program required by paragraph (p) of this AD terminates the requirements of this paragraph.

(1) Within 48 months since first flight of the airplane.

(2) Within 48 months since accomplishing the most recent operational test, as specified in Airbus All Operators Telex (AOT) A330–27A3185; dated January 4, 2012.

(3) Within 24 months after September 5, 2014 (the effective date of AD 2014–15–09).

(h) Retained Credit for Previous Actions for Paragraph (g) of This AD, With Removed References to Model A340 Service Information

This paragraph restates the credit provided in paragraph (h) of AD 2014–15–09, with removed references to Model A340 service information. This paragraph provides credit for the actions required by paragraph (g) of this AD, if those actions were performed before September 5, 2014 (the effective date of AD 2014–15–09) using Airbus Service Bulletin A330–27–3195, dated December 7, 2012.

(i) Retained Replacement of Affected SSCs Found During the Test Required by Paragraph (g) of This AD, With Removed References to Model A340 Service Information

This paragraph restates the replacement required by paragraph (i) of AD 2014–15–09, with removed references to Model A340 service information. If, during any operational test required by paragraph (g) of this AD, the hydraulic locking function of an SSC fails the test, before further flight, replace the affected SSC with a serviceable part, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330–27–3195, Revision 01, dated February 6, 2014.

(j) Retained No Terminating Action for Paragraph (g) of This AD, With No Changes

This paragraph restates the no terminating action statement specified in paragraph (j) of AD 2014–15–09, with no changes. Doing the replacement required by paragraph (i) of this AD is not terminating action for the repetitive operational tests required by paragraph (g) of this AD.

(k) Retained Repetitive Operational Tests and Replacement of Affected SSCs for Model A330–941 Airplanes, With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2020–15–09, with no changes. For Model A330–941 airplanes: Except as specified in paragraph (l) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2020–0054, dated March 11, 2020 (EASA AD 2020–0054). Accomplishing the revision of the existing maintenance or inspection program required by paragraph (p) of this AD terminates the requirements of this paragraph.

(l) Retained Exceptions to EASA AD 2020–0054, With No Changes

This paragraph restates the exceptions specified in paragraph (h) of AD 2020–15–09, with no changes. The ''Remarks'' section of EASA AD 2020–0054 does not apply to this AD.

(m) Retained Revision of the Existing Maintenance or Inspection Program, With No Changes

This paragraph restates the requirements of paragraph (i) of AD 2022–16–07, with no changes. For airplanes with an original airworthiness certificate or original export certificate of airworthiness issued on or

before July 1, 2021: Except as specified in paragraph (n) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2021–0248, dated November 15, 2021 (EASA AD 2021–0248). Accomplishing the revision of the existing maintenance or inspection program required by paragraph (p) of this AD terminates the requirements of this paragraph.

(n) Retained Exceptions to EASA AD 2021–0248, With No Changes

This paragraph restates the exceptions specified in paragraph (j) of AD 2022–16–07, with no changes.

(1) Where EASA AD 2021–0248 refers to its effective date, this AD requires using September 27, 2022 (the effective date of AD 2022–16–07).

(2) The requirements specified in paragraphs (1) and (2) of EASA AD 2021–0248 do not apply to this AD.

(3) Paragraph (3) of EASA AD 2021–0248 specifies revising ''the approved AMP [aircraft maintenance program]'' within 12 months after its effective date, but this AD requires revising the existing maintenance or inspection program, as applicable, within 90 days after September 27, 2022 (the effective date of AD 2022–16–07).

(4) The initial compliance time for doing the tasks specified in paragraph (3) of EASA 2021–0248 is at the applicable ''associated thresholds,'' as incorporated by the requirements of paragraph (3) of EASA AD 2021–0248, or within 90 days after September 27, 2022 (the effective date of AD 2022–16–07), whichever occurs later.

(5) The provisions specified in paragraphs (4) and (5) of EASA AD 2021–0248 do not apply to this AD.

(6) The ''Remarks'' section of EASA AD 2021–0248 does not apply to this AD.

(o) Retained Provisions on Alternative Actions and Intervals, With a New Exception

This paragraph restates the provisions specified in paragraph (k) of AD 2022–16–07, with a new exception. Except as required by paragraph (p) of this AD, after the existing maintenance or inspection program has been revised as required by paragraph (m) of this AD, no alternative actions (*e.g.,* inspections) and intervals are allowed unless they are approved as specified in the provisions of the ''Ref. Publications'' section of EASA AD 2021–0248.

(p) New Revision of the Existing Maintenance or Inspection Program

Except as specified in paragraph (q) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2023–0199, dated November 17, 2023 (EASA AD 2023–0199). Accomplishing the revision of the existing maintenance or inspection program required by this paragraph terminates the requirements of paragraphs (g), (k), and (m) of this AD.

(q) Exceptions to EASA AD 2023–0199

(1) This AD does not adopt the requirements specified in paragraphs (1) and (2) of EASA AD 2023–0199.

(2) Paragraph (3) of EASA AD 2023–0199 specifies revising ''the AMP,'' within 12 months after its effective date, but this AD requires revising the existing maintenance or inspection program, as applicable, within 90 days after the effective date of this AD.

(3) The initial compliance time for doing the tasks specified in paragraph (3) of EASA AD 2023–0199 is at the applicable ''associated thresholds'' as incorporated by the requirements of paragraph (3) of EASA AD 2023–0199, or within 90 days after the effective date of this AD, whichever occurs later.

(4) This AD does not adopt the provisions specified in paragraphs (4) and (5) of EASA AD 2023–0199.

(5) This AD does not adopt the ''Remarks'' section of EASA AD 2023–0199.

(r) New Provisions for Alternative Actions and Intervals

After the existing maintenance or inspection program has been revised as required by paragraph (p) of this AD, no alternative actions (*e.g.,* inspections) and intervals are allowed unless they are approved as specified in the provisions of the ''Ref. Publications'' section of EASA AD 2023–0199.

(s) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Validation 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 responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the International Validation Branch, mail it to the address identified in paragraph (t)(1) of this AD. Information may be emailed to: *9-AVS-AIR-730-AMOC@faa.gov.* Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Validation Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC):* For any service information referenced in EASA AD 2020–0054 that contains RC procedures and tests: Except as required by paragraph (s)(2) of this AD, RC 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.

(t) Additional Information

(1) For more information about this AD, contact Vladimir Ulyanov, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 206–231–3229; email *Vladimir.ulyanov@faa.gov.*

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (u)(8) and (9) of this AD.

(u) 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.

(3) The following service information was approved for IBR on [DATE 35 DAYS AFTER PUBLICATION OF THE FINAL RULE].

(i) European Union Aviation Safety Agency (EASA) AD 2023–0199, dated November 17, 2023.

(ii) [Reserved]

(4) The following service information was approved for IBR on September 27, 2022 (87 FR 51585, August 23, 2022).

(i) EASA AD 2021–0248, dated November 15, 2021.

(ii) [Reserved]

(5) The following service information was approved for IBR on September 3, 2020 (85 FR 45767, July 30, 2020).

(i) EASA AD 2020–0054, dated March 11, 2020.

(ii) [Reserved]

(6) The following service information was approved for IBR on September 5, 2014 (79 FR 44663, August 1, 2014).

(i) Airbus Service Bulletin A330–27–3195, Revision 01, dated February 6, 2014.

(ii) [Reserved]

(7) For EASA AD 2020–0054, EASA AD 2021–0248, and EASA AD 2023–0199, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *ADs@easa.europa.eu;* website *easa.europa.eu.* You may find these EASA ADs on the EASA website at *ad.easa.europa.eu.*

(8) For Airbus service information, contact Airbus SAS, Airworthiness Office—EAL, Rond-Point Emile Dewoitine No: 2, 31700 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email *airworthiness.A330-A340@airbus.com;* website *airbus.com.*

(9) You may view this 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.

(10) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit *www.archives.gov/federal-register/cfr/ibr-locations,* or email *fr.inspection@nara.gov.*

Issued on January 24, 2024.

Victor Wicklund,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 91, 125, 135, 137, and 145

[Docket No.: FAA–2024–0025; Notice No. 24–08]

RIN 2120–AL20

Inspection Programs for Single-Engine Turbine-Powered Airplanes and Unmanned Aircraft; and Miscellaneous Maintenance-Related Updates

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

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action would revise certain aircraft maintenance inspection rules for small, corporate-sized, and unmanned aircraft. The proposed changes include additional inspection program options for owners of single-engine turbine-powered airplanes and unmanned aircraft, relaxed mechanical reliability reporting requirements for certain aircraft, and several changes to clarify and simplify various maintenance-related regulations. These proposed amendments would relieve aircraft owners, operators, maintenance providers, and the FAA. The proposed amendments would provide greater flexibility for aircraft maintenance, standardized reporting requirements, and provide clarification of various maintenance-related regulations.

DATES: Send comments on or before April 1, 2024.

ADDRESSES: Send comments identified by docket number FAA–2024–0025 using any of the following methods:

- *Federal eRulemaking Portal:* Go to *www.regulations.gov* and follow the online instructions for sending your comments electronically.
- *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.
- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC 20590–0001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.
- *Fax:* Fax comments to Docket Operations at (202) 493–2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to *www.regulations.gov,* as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at *www.dot.gov/privacy.*

Docket: Background documents or comments received may be read at *www.regulations.gov/* at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this action, contact Bryan B. Davis, Airmen & Special Projects Branch, AFS–320, Aircraft Maintenance Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone (202) 267–1675; email *Bryan.Davis@faa.gov.*

SUPPLEMENTARY INFORMATION:

Table of Contents

I. Executive Summary

A. Overview of Proposed Rule

The FAA proposes to revise certain rules for small, corporate-sized, and unmanned aircraft maintenance inspections. The most substantial change would be the increase in inspection program options for owners and operators of single-engine turbine-powered airplanes and unmanned aircraft. Currently, when operating under the rules in part 91 of title 14 of the Code of Federal Regulations (14 CFR), owners and operators of these aircraft must comply with annual or 100-hour inspection requirements or adopt progressive inspection programs in lieu of those requirements. For single-engine turbine-powered airplanes, this proposed rule would expand inspection options to include, among others, an inspection program recommended by the manufacturer or an inspection program established by the registered owner or operator and approved by the Administrator. For unmanned aircraft, including unmanned aircraft operating under 14 CFR part 135 that are authorized to use the inspection rules in part 91, this proposal would enable the selection of either an inspection program recommended by the manufacturer or a program established by the registered owner or operator and approved by the Administrator. The FAA believes this change would enhance safety and would provide unmanned and single-engine turbine-powered aircraft owners and operators with greater flexibility with aircraft maintenance.

Additionally, for aircraft operating under part 91, subpart K, fractional ownership rules, the FAA proposes to lengthen the reporting interval for aircraft mechanical reliability reports from 72 to 96 hours and to allow electronic report submissions. This would align the reporting interval requirement with those found in other regulations (*e.g.,* 14 CFR 121.703, 135.415, and 145.221).

Finally, the FAA proposes several changes to clarify and simplify various maintenance-related regulations in areas that have confusing or ambiguous