

**(d) Subject**

Joint Aircraft System Component (JASC)/ Air Transport Association (ATA) of America Code 5341, Fuselage, Wing Attach Fittings.

**(e) Unsafe Condition**

This AD was prompted by reports of structural failure of the attachment of the wing to the fuselage that resulted from failed lateral fuselage tie rods. We are issuing this AD to correct the unsafe condition on these products.

**(f) Compliance**

Comply with this AD within the compliance times specified in paragraphs (g) through (h) of this AD, unless already done.

**(g) Determine Date of Installation or Date of Last Replacement of the Lateral Fuselage Tie Rods and Attaching Nuts**

Within the next 30 days after January 6, 2015 (the effective date of this AD), review the aircraft records to determine the date of installation or date of last replacement of the lateral fuselage tie rods and attaching nuts.

**(h) Replace the Lateral Fuselage Tie Rod and Attaching Nuts**

Initially replace the lateral fuselage tie rod and attaching nuts at whichever of the compliance times specified in paragraph (h)(1) or paragraph (h)(2) of this AD that applies. Repetitively thereafter replace the lateral fuselage tie rod and attaching nuts every 2,000 hours TIS or 18 years, whichever occurs first. Do the replacement following the procedures in paragraph 2.C. of the Accomplishment Instructions and the table on Figure 1 in British Aerospace Military Aircraft and Aerostructures BAe Aircraft Bulletin for De Havilland Moth Aircraft, Document Type and Ref No Technical News Sheet CT (Moth) No 29, Issue 3, dated March 1, 1999.

(1) *If the date of lateral fuselage tie rod installation or date of last replacement is known:* Do the initial replacement at whichever of the following compliance times in paragraph (h)(1)(i) or paragraph (h)(1)(ii) of this AD that occurs later:

(i) Upon accumulating 2,000 hours TIS on the lateral fuselage tie rod or upon reaching 18 years from the last lateral fuselage tie rod replacement, whichever occurs first; or

(ii) Within the next 6 months after January 6, 2015 (the effective date of this AD) or within the next 100 hours TIS January 6, 2015 (after the effective date of this AD), whichever occurs first.

(2) *If the date of lateral fuselage tie rod installation or date of last replacement is not known:* Do the initial replacement within the next 6 months after January 6, 2015 (the effective date of this AD) or within the next 100 hours TIS after January 6, 2015 (the effective date of this AD), whichever occurs first.

**(i) Alternative Methods of Compliance (AMOCs)**

(1) The Manager of the Fort Worth Airplane Certification Office (ACO), the Manager of the Los Angeles Aircraft Certification Office (ACO), and the Manager of the Standards Office, FAA, have the

authority to approve AMOCs for their respective products covered by 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 manager of the applicable FAA office, send it to the attention of the person identified in paragraphs (j)(1), (j)(2), or (j)(3), as applicable.

(2) 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.

**(j) Related Information**

(1) For more information about this AD for airplanes covered under Type Certificate Data Sheet (TCDS) A5PC (Model de Havilland DH 82A airplanes built in Australia), contact Andrew McAnaul, Aerospace Engineer, FAA, Fort Worth ACO, ASW-150 (c/o San Antonio MDO), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; phone: (210) 308-3365; fax: (210) 308-3370; email: [andrew.mcanaul@faa.gov](mailto:andrew.mcanaul@faa.gov).

(2) For more information about this AD for airplanes covered under TCDS A8EU (Model de Havilland DH 82A airplanes built in the United Kingdom), contact Fred Guerin, Aerospace Engineer, FAA, Los Angeles ACO, 3960 Paramount Blvd., Suite 100, Lakewood, California 90712; phone (562) 627-5232; fax: (562) 627-5210; email: [fred.guerin@faa.gov](mailto:fred.guerin@faa.gov).

(3) For more information about this AD for airplanes covered under TCDS 2-439 (Model de Havilland DH 83 airplanes built in the United Kingdom), contact Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4123; fax: (816) 329-4090; email: [karl.schletzbaum@faa.gov](mailto:karl.schletzbaum@faa.gov).

**(k) 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 the AD specifies otherwise.

(i) British Aerospace Military Aircraft and Aerostructures BAe Aircraft Bulletin for De Havilland Moth Aircraft, Document Type and Ref No Technical News Sheet CT (Moth) No 29, Issue 3, dated March 1, 1999.

(ii) Reserved.

(3) For British Aerospace Military Aircraft and Aerostructures service information identified in this AD, contact:

(i) For de Havilland DH 82A airplanes: de Havilland Support Ltd, Building 213, Duxford Airfield, Cambridge, United Kingdom CB22 4QR; telephone: +44 (0) 1223 830090; fax: +44 (0) 1223 830085; email: [info@dhsupport.com](mailto:info@dhsupport.com); Internet: <http://www.dhsupport.com/moth.php>.

(ii) For de Havilland DH 83 airplanes: Air Stratus Ltd., Oaksey Park Airfield, Oaksey, Malmesbury, Wiltshire, United Kingdom SN 16 9SD; telephone: +44 (0) 1666 575111; no known Internet address.

(4) You may view this service information at FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(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 Kansas City, Missouri, on November 18, 2014.

**Earl Lawrence,**

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2014-27789 Filed 12-1-14; 8:45 am]

**BILLING CODE 4910-13-P**

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

**[Docket No. FAA-2014-0776; Directorate Identifier 2013-NM-240-AD; Amendment 39-18033; AD 2014-23-17]**

**RIN 2120-AA64**

**Airworthiness Directives; Airbus Airplanes**

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

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

**SUMMARY:** We are superseding Airworthiness Directive (AD) 2013-20-06 for all Airbus Model A340-211, -212, -213, -311, -312, -313, -541, and -642 airplanes. AD 2013-20-06 required revising the maintenance program to incorporate certain maintenance requirements and airworthiness limitations. This new AD requires revising the maintenance or inspection program to incorporate certain other maintenance requirements and airworthiness limitations. This AD was prompted by a determination that existing maintenance requirements are not adequate to address the aging effects of aircraft systems. We are issuing this AD to address the aging effects of aircraft systems. Such aging effects could change the characteristics of systems' life-limited components leading to an increased potential for failure, which, in isolation or in combination with one or more other specific failures or events, could result in failure of certain life limited parts, which could reduce the structural integrity or the controllability of the airplane.

**DATES:** This AD becomes effective December 17, 2014.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of December 17, 2014.

We must receive comments on this AD by January 16, 2015.

**ADDRESSES:** You may send comments 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, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this AD, contact Airbus SAS, Airworthiness Office—EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com); Internet <http://www.airbus.com>. You may view this referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

#### *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-2014-0776; 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 this AD, 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.

**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**

On September 17, 2013, we issued AD 2013-20-06, Amendment 39-17612 (78

FR 64156, October 28, 2013). AD 2013-20-06 applied to all Airbus Model A340-211, -212, -213, -311, -312, -313, -541, and -642 airplanes. AD 2013-20-06 was prompted by a determination that existing maintenance requirements were not adequate to address the unsafe condition. AD 2013-20-06 required revising the maintenance program to incorporate certain maintenance requirements and airworthiness limitations. We issued AD 2013-20-06 to address the aging effects of aircraft systems. Such aging effects could change the characteristics of systems life-limited components leading to an increased potential for failure, which, in isolation or in combination with one or more other specific failures or events, could result in failure of certain life limited parts, which could reduce the structural integrity or the controllability of the airplane.

Since we issued AD 2013-20-06, Amendment 39-17612 (78 FR 64156, October 28, 2013), we determined that existing maintenance requirements are not adequate to address the aging effects of aircraft systems.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA Airworthiness Directive 2013-0269, dated November 7, 2013 (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition all Airbus Model A340-211, -212, -213, -311, -312, -313, -541, and -642 airplanes. The MCAI states:

The airworthiness limitations for Airbus aeroplanes are currently published in Airworthiness Limitations Section (ALS) documents.

The airworthiness limitations applicable to the Ageing Systems Maintenance (ASM) are given in Airbus A340 ALS Part 4, which is approved by EASA.

Revision 03 of Airbus A340 ALS Part 4 introduces more restrictive maintenance requirements and/or airworthiness limitations. Failure to comply with these instructions could result in an unsafe condition.

For the reason described above, this [EASA] AD retains the requirements of EASA AD 2012-0021 (<http://ad.easa.europa.eu/ad/2012-0021>) [which corresponds to FAA AD 2013-20-06, Amendment 39-17612 (78 FR 64156, October 28, 2013)], which is superseded, and requires accomplishment of the actions specified in Airbus A340 ALS Part 4 at Revision 03.

In addition, this [EASA] AD also supersedes EASA AD 2008-0026 (<http://ad.easa.europa.eu/ad/2008-0026>) [which corresponds to FAA AD 2010-15-02, Amendment 39-16368 (75 FR 42589, July 22, 2010)] and EASA AD 2008-0160 (<http://ad.easa.europa.eu/ad/2008-0160>) [which

corresponds to FAA AD 2009-18-20, Amendment 39-16017 (74 FR 46313, September 9, 2009)], whose requirements applicable to A340 aeroplanes have been transferred into Airbus A340 ALS Part 4.

The unsafe condition is the aging effects of aircraft systems. Such aging effects could change the characteristics of systems' life-limited components leading to an increased potential for failure, which, in isolation or in combination with one or more other specific failures or events, could result in failure of certain life limited parts, which could reduce the structural integrity or the controllability of the airplane. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-0776.

#### **Relevant Service Information**

Airbus has issued A340 Airworthiness Limitations Section (ALS) Part 4—Ageing Systems Maintenance, Revision 03, dated November 15, 2012. The actions described in this service information are intended to correct the unsafe condition identified in the MCAI.

#### **FAA's Determination and Requirements of This AD**

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with the State of Design Authority, we have been notified of the unsafe condition described in the MCAI and service information referenced above. We are issuing this AD because we evaluated all pertinent information and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

This AD requires revisions to certain operator maintenance documents to include new inspections. Compliance with these inspections is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by these inspections, the operator may not be able to accomplish the inspections 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 according to paragraph (k) of this AD. The request should include a description of changes to the required inspections that will ensure the continued operational safety of the airplane.

There are no products of this type currently registered in the United States.

However, this rule is necessary to ensure that the described unsafe condition is addressed if any of these products are placed on the U.S. Register in the future.

#### Differences Between This AD and MCAI or Service Information

This AD incorporates Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 03, dated November 15, 2012, including the compliance times for the actions. However, the compliance times for certain initial actions are different from those specified in Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 03, dated November 15, 2012, because the actions and associated compliance times were required by AD 2009–18–20, Amendment 39–16017 (74 FR 46313, September 9, 2009). Therefore, the initial compliance time for these actions is relative to the effective date of the applicable superseded AD, as specified in paragraph (h) of this AD.

The MCAI specifies that if there are findings from the ALS inspection tasks, corrective actions must be accomplished in accordance with Airbus maintenance documentation. However, this AD does not include that requirement. Operators of U.S.-registered airplanes are required by general airworthiness and operational regulations to perform maintenance using methods that are acceptable to the FAA. We consider those methods to be adequate to address any corrective actions necessitated by the findings of ALS inspections required by this AD.

#### Related Rulemaking

Certain maintenance requirements specified in A340 ALS Part 4—Ageing Systems Maintenance, Revision 03, dated November 15, 2012, are already required by other ADs. Therefore, accomplishing the actions required by this AD will terminate the requirements of the following ADs for Model A340 airplanes.

- AD 2003–14–11, Amendment 39–13230 (68 FR 41521, July 14, 2003).
- AD 2004–11–08, Amendment 39–13654 (69 FR 31874, June 8, 2004).
- AD 2004–13–25, Amendment 39–13707 (69 FR 41394, July 9, 2004).
- AD 2004–18–14, Amendment 39–13793 (69 FR 55326, September 14, 2004).
- AD 2007–05–12, Amendment 39–14973 (72 FR 10057, March 7, 2007).
- AD 2008–06–07, Amendment 39–15419 (73 FR 13103, March 12, 2008; corrected April 15, 2008 (73 FR 20367)).
- AD 2012–04–07, Amendment 39–16963 (77 FR 12989, March 5, 2012).

- AD 2009–18–20, Amendment 39–16017 (74 FR 46313, September 9, 2009), which requires the identification and modification of certain standard spoiler servo-controls; and
- AD 2010–15–02, Amendment 39–16368 (75 FR 42589, July 22, 2010), which requires various detailed visual inspections for corrosion and wear detection of the input gear box and down drive shafts of all wing flap tracks and corrective actions.

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

Since there are currently no domestic operators of this product, notice and opportunity for public comment before issuing this AD are unnecessary.

#### Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and opportunity for public comment. We invite you to send any written relevant data, views, or arguments about this AD. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA–2014–0776; Directorate Identifier 2013–NM–240–AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this AD because of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this AD.

#### Costs of Compliance

We estimate that this AD affects 0 airplanes of U.S. registry.

We estimate that it will take about 1 work-hour per product to comply with the basic requirements of this AD. The average labor rate is \$85 per work-hour. Required parts will cost \$0 per product. Based on these figures, we estimate the cost of this AD on U.S. operators to be \$85 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.

#### 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) 2013–20–06, Amendment 39–17612 (78 FR 64156, October 28, 2013), and adding the following new AD:

**2014–23–17 Airbus:** Amendment 39–18033. Docket No. FAA–2014–0776; Directorate Identifier 2013–NM–240–AD.

**(a) Effective Date**

This AD becomes effective December 17, 2014.

**(b) Affected ADs**

(1) This AD replaces AD 2013–20–06, Amendment 39–17612 (78 FR 64156, October 28, 2013).

(2) This AD affects the requirements of the ADs specified in paragraphs (j)(1) through (j)(9) of this AD.

**(c) Applicability**

This AD applies to Airbus Model A340–211, –212, –213, –311, –312, –313, –541, and –642 airplanes, certificated in any category, all manufacturer serial numbers.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by a determination that existing maintenance requirements are not adequate to address the aging effects of aircraft systems. We are issuing this AD to address the aging effects of aircraft systems. Such aging effects could change the characteristics of systems life-limited components leading to an increased potential for failure, which, in isolation or in combination with one or more other specific failures or events, could result in failure of certain life limited parts, which could reduce the structural integrity or the controllability of the airplane.

**(f) Compliance**

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

**(g) Maintenance/Inspection Program Revision**

Within 6 months after the effective date of this AD, revise the maintenance program or inspection program, as applicable, by incorporating Airbus A340 Airworthiness Limitations Section (ALS) Part 4—Ageing Systems Maintenance, Revision 03, dated November 15, 2012. The initial compliance times for the actions are within the applicable compliance time specified in the Record of Revisions page of Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 03, dated November 15, 2012, or within 6 months after the effective date of this AD, whichever is later, except as required by paragraph (h) of this AD.

**(h) Exceptions to Initial Compliance Times**

(1) Where Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 03, dated November 15, 2012, defines a calendar compliance time for the modification of spoiler servo-controls having part numbers MZ4339390–01X; MZ4306000–01X; MZ4339390–02X; MZ4306000–02X; MZ4339390–10X; and MZ4306000–10X as “March 5, 2010,” the calendar compliance time is April 14, 2011 (18 months after October 14, 2009 (the effective date of AD 2009–18–20, Amendment 39–16017 (74 FR 46313, September 9, 2009))).

(2) Where Note 6 of “ATA 27–64, Flight Control—Spoiler Hydraulic Actuation, (Fig. 09),” of Sub-part 4–2–1, Life Limits, of Sub-part 4–2, Systems Life—Limited Components, of the Airbus A340 ALS, Part 4—Ageing Systems Maintenance, Revision 03, dated November 15, 2012, defines a calendar date of “September 5, 2008,” as a date for the determination of accumulated flight cycles since the aircraft’s initial entry into service, the calendar compliance time is October 14, 2009 (the effective date of AD 2009–18–20, Amendment 39–16017 (74 FR 46313, September 9, 2009))).

(3) Where Note 6 of “ATA 27–64 Flight Control—Spoiler Hydraulic Actuation, (Fig. 09),” of Sub-part 4–2–1, Life Limits, of Sub-part 4–2, Systems Life—Limited Components, of the Airbus A340 ALS, Part 4—Ageing Systems Maintenance, Revision 03, dated November 15, 2012, defines a calendar compliance time of “March 5, 2010,” for the modification of affected servo-controls, the calendar compliance time is April 14, 2011 (18 months after October 14, 2009 (the effective date of AD 2009–18–20, Amendment 39–16017 (74 FR 46313, September 9, 2009))).

**(i) Alternative Actions or Intervals**

After accomplishing the revision required by paragraph (g) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (k)(1) of this AD.

**(j) Terminating Action for Other ADs**

Accomplishing the revision of the maintenance program and complying with all applicable instructions and airworthiness limitations required by paragraph (g) of this AD terminates the requirements of the ADs specified in paragraphs (j)(1) through (j)(9) of this AD for Model A340 airplanes only.

(1) AD 2003–14–11, Amendment 39–13230 (68 FR 41521, July 14, 2003).

(2) AD 2004–11–08, Amendment 39–13654 (69 FR 31874, June 8, 2004).

(3) AD 2004–13–25, Amendment 39–13707 (69 FR 41394, July 9, 2004).

(4) AD 2004–18–14, Amendment 39–13793 (69 FR 55326, September 14, 2004).

(5) AD 2007–05–12, Amendment 39–14973 (72 FR 10057, March 7, 2007).

(6) AD 2008–06–07, Amendment 39–15419 (73 FR 13103, March 12, 2008; corrected April 15, 2008 (73 FR 20367)).

(7) AD 2009–18–20, Amendment 39–16017 (74 FR 46313, September 9, 2009).

(8) AD 2010–15–02, Amendment 39–16368 (75 FR 42589, July 22, 2010).

(9) AD 2012–04–07, Amendment 39–16963 (77 FR 12989, March 5, 2012).

**(k) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, International Branch, ANM–116, Transport Airplane Directorate, 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 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) *Contacting the Manufacturer*: As of the effective date of this AD, 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 Branch, ANM–116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Airbus’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

**(l) Related Information**

Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency Airworthiness Directive 2013–0269, dated November 7, 2013, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA–2014–0776.

**(m) 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 A340 Airworthiness Limitations Section (ALS) Part 4—Ageing Systems Maintenance, Revision 03, dated November 15, 2012. The revision date of this document is not identified on the title page of this document. Also, the revision level of this document is identified on only the title page and in the Record of Revisions section of this document.

(ii) Reserved.

(3) For service information identified in this AD, contact Airbus SAS, Airworthiness Office—EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com); Internet <http://www.airbus.com>.

(4) You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221.

(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 Renton, Washington, on November 13, 2014.

**Jeffrey E. Duven,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2014–27632 Filed 12–1–14; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2014–0433; Directorate Identifier 94–ANE–39–AD; Amendment 39–18041; AD 2014–24–08]

**RIN 2120–AA64**

#### Airworthiness Directives; Rolls-Royce plc Turbofan Engines

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

**ACTION:** Final rule.

**SUMMARY:** We are superseding airworthiness directive (AD) 98–07–07 for all Rolls-Royce plc (RR) RB211–535E4 and RB211–535E4–B turbofan engines. AD 98–07–07 required removing certain part number (P/N) low-pressure (LP) fuel filter-to-high-pressure (HP) fuel pump tube assemblies and installing flexible LP fuel filter-to-HP fuel pump tube assemblies. This AD expands the applicability of AD 98–07–07 to include the RB211–535E4–C–37 turbofan engine and requires removal from service of additional P/N LP fuel filter-to-high-pressure HP fuel pump tube assemblies. This AD was prompted by reports of fuel leaks that have resulted in a number of engine in-flight shutdowns. We are issuing this AD to prevent loss of fuel supply to the engine, which could lead to an in-flight shutdown of one or more engines, loss of thrust control, and damage to the airplane.

**DATES:** This AD is effective January 6, 2015.

**ADDRESSES:** For service information identified in this AD, contact Rolls-Royce plc, Corporate Communications, P.O. Box 31, Derby, England, DE24 8BJ; phone: 011–44–1332–242424; fax: 011–44–1332–249936; email: [http://www.rolls-royce.com/contact/civil\\_team.jsp](http://www.rolls-royce.com/contact/civil_team.jsp); Internet: <https://www.aeromanager.com>. You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability

of this material at the FAA, call 781–238–7125.

#### 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–2014–0433; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the mandatory continuing airworthiness information, regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800–647–5527) is Document Management Facility, 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:

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#### SUPPLEMENTARY INFORMATION:

##### Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 98–07–07, Amendment 39–10426 (63 FR 18119, April 14, 1998), (“AD 98–07–07”). AD 98–07–07 applied to the specified products. The NPRM published in the **Federal Register** on July 24, 2014 (79 FR 42989). The NPRM proposed to expand the applicability of AD 98–07–07 to include the RB211–535E4–C–37 turbofan engine and added two additional P/Ns identified for removal.

##### Comments

We gave the public the opportunity to participate in developing this AD. We considered the comments received.

#### Support for the NPRM as Proposed

United Airlines supports issuing the NPRM (79 FR 42989, July 24, 2014) as proposed.

#### Request To Change the Compliance

FedEx Express requested that the proposed AD require removal of only fuel tube assemblies, P/Ns 163521538 and 163521545. These are the only fuel tube assemblies that are required to be removed by RR Service Bulletin No. RB.211–73–H131 and European Aviation Safety Agency AD 2014–0123.

We do not agree. This AD will supersede AD 98–07–07. AD 98–07–07 required the removal of fuel tube

assemblies, P/Ns UL16692 and AE709623–1. Continuing to include these P/Ns would ensure, in the unlikely event that there is an engine containing fuel tube assemblies, P/Ns UL16692 and AE709623–1, that these fuel tube assemblies would still be removed. We did not change this AD.

#### Change to the Compliance

We changed paragraph (e)(2) of this AD to mandate installation of LP fuel filter-to-HP fuel pump tube assemblies eligible for installation. Paragraph (e)(2) was changed to support the Costs of Compliance as proposed in the NPRM (79 FR 42989, July 24, 2014).

#### Conclusion

We reviewed the available data, including the comments received, and determined that air safety and the public interest require adopting this AD with the changes described previously. We determined that these changes will not increase the economic burden on any operator or increase the scope of this AD.

#### Costs of Compliance

We estimate that this AD affects 500 engines installed on airplanes of U.S. registry. We also estimate that it will take about 7.33 hours per engine to comply with this AD. The average labor rate is \$85 per hour. Required parts cost about \$10,000 per engine. Based on these figures, we estimate the cost of this AD on U.S. operators to be \$5,311,525.

#### 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

This AD will not have federalism implications under Executive Order