

CAUTION: LARGE STEADY STATE FORWARD CYCLIC DISPLACEMENTS IN COMBINATION WITH COLLECTIVE INPUT WHILE AT 100/103% RPM WITH ANY PART OF THE SKIDS TOUCHING THE GROUND MAY RESULT IN A SUDDEN INCREASE IN ONE PER REV VERTICAL VIBRATIONS. IF THIS OCCURS IMMEDIATELY REDUCE FORWARD CYCLIC INPUT AND IF NECESSARY REDUCE COLLECTIVE AND ROTOR RPM TO STOP THE VIBRATIONS.

Figure 2 to Paragraph (g)(2)

(3) For Bell Model 412CF helicopters, revise Section 2, Normal Procedures, under both “BEFORE TAKEOFF” and “IN-FLIGHT OPERATIONS” of the existing RFM for your helicopter by adding the information in Figure 1 to paragraph (g)(1) of this AD. Using a different document with information identical to that contained in Figure 1 to paragraph (g)(1) of this AD is acceptable for compliance with the requirements of this paragraph.

(4) The actions required by paragraphs (g)(1) through (3) of this AD may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9(a)(1) through (4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

#### (h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, DSCO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (i) of this AD. Information may be emailed to: [9-ASW-190-COS@faa.gov](mailto:9-ASW-190-COS@faa.gov).

(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.

#### (i) Related Information

For more information about this AD, contact Kuethe Harmon, Safety Management Program Manager, DSCO Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5198; email [kuethe.harmon@faa.gov](mailto:kuethe.harmon@faa.gov).

#### (j) 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) Section 2, Normal Procedures, of Bell 412 BHT-412-FM-1 Rotorcraft Flight Manual (RFM), Revision 26, dated August 19, 2020.

(ii) Section 2, Normal Procedures, of Bell 412 BHT-412-FM-2 RFM, Revision 13, dated August 19, 2020.

(iii) Section 2, Normal Procedures, of Bell 412 BHT-412-FM-3 RFM, Revision 20, dated August 19, 2020.

(iv) Section 2, Normal Procedures, of Bell 412EP BHT-412-FM-4 RFM, Revision 37, dated August 19, 2020.

(v) Section 2, Normal Procedures, of Bell 412EPI BHT-412-FM-5 RFM, Revision 9, dated August 19, 2020.

(vi) Section 2, Normal Procedures, of Subaru Bell 412EPX BHT-412-FM-6 RFM, Revision 5, dated August 19, 2020.

(3) For service information identified in this AD, contact Bell Textron, Inc., P.O. Box 482, Fort Worth, TX 76101; telephone 817-280-3391; fax 817-280-6466; or at <https://www.bellcustomer.com>.

(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](mailto:fedreg.legal@nara.gov), or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on October 15, 2020.

**Gaetano A. Sciortino,**

*Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.*

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**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2020-0462; Product Identifier 2019-SW-021-AD; Amendment 39-21309; AD 2020-22-13]

**RIN 2120-AA64**

#### Airworthiness Directives; Airbus Helicopters

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain Airbus Helicopters Model AS332C1 and AS332L1 helicopters. This AD was prompted by a report that the affected helicopters use the same “flight/ground” logic signal, instead of independent redundant signals. This AD requires amending the emergency procedures of the existing rotorcraft flight manual (RFM) for your helicopter, a wiring modification of the “flight/ground” logic signal source of the attitude and heading reference system (AHRS) 1, and then removal of the amendment to the existing RFM for your helicopter. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective December 8, 2020.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of December 8, 2020.

**ADDRESSES:** For service information identified in this final rule, contact Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; phone: (972) 641-0000 or (800) 232-0323; fax: (972) 641-3775; or at <https://>

[www.airbus.com/helicopters/services/hnical-support.html](http://www.airbus.com/helicopters/services/hnical-support.html). 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.

### Examining 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-2020-0462; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD, any comments received, and other information. The street address for Docket Operations is listed above.

### FOR FURTHER INFORMATION CONTACT:

George Schwab, Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; phone: 817-222-5110; email: [george.schwab@faa.gov](mailto:george.schwab@faa.gov).

### SUPPLEMENTARY INFORMATION:

#### Discussion

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain Airbus Helicopters Model AS332C1 and AS332L1 helicopters. The NPRM published in the **Federal Register** on June 4, 2020 (85 FR 34375). The NPRM was prompted by a report that the affected helicopters use the same “flight/ground” logic signal instead of independent redundant signals. The NPRM proposed to require amending the emergency procedures of the existing RFM for your helicopter, a wiring modification of the “flight/ground” logic signal source of the AHRS 1, and then removal of the amendment to the existing RFM for your helicopter. The FAA is issuing this AD to address certain helicopters that use the same “flight/ground” logic signal, instead of independent redundant signals. If both AHRS incorrectly receive “ground” status in flight, as a result for instance of a single failure, this will generate consistent erroneous computation of the attitudes and vertical speed during helicopter maneuvers with consequent incorrect flight data indications to the flight crew on both primary displays. Erroneous flight information could lead to increased workload for the flight crew when the upper modes of the automatic

flight control system are not engaged, possibly resulting in reduced control of the helicopter during high speed maneuvers in instrumental meteorological conditions (IMC).

EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2019-0021, dated February 1, 2019; corrected February 4, 2019 (EASA AD 2019-0021) (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition for certain Airbus Helicopters Model AS332C1 and AS332L1 helicopters. EASA advises that the AHRS 1 and AHRS 2 installed on AS332C1e and AS332L1e helicopters use the same “flight/ground” logic signal, instead of independent redundant signals, as required by the original design specification. If both AHRS incorrectly receive “ground” status in flight, as a result for instance of a single failure, this will generate consistent erroneous computation of the attitudes and vertical speed during helicopter maneuvers with consequent incorrect flight data indications to the flight crew on both primary displays. EASA AD 2019-0021 states that this condition, if not corrected, could lead to increased workload for the flight crew when the upper modes of the automatic flight control system are not engaged, possibly resulting in reduced control of the helicopter during high speed maneuvers in IMC.

EASA further advises that Airbus Helicopters has issued rush revisions to the RFM, and developed a modification of the wiring harness, ensuring independent sources of the “flight/ground” logic signal for both AHRS. EASA AD 2019-0021 requires amending the emergency procedures of the applicable RFM, doing the modification of the wiring harness, and then removing the amendment to the RFM.

You may examine the MCAI in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0462.

### Comments

The FAA gave the public the opportunity to participate in developing this final rule. The FAA received no comments on the NPRM or on the determination of the cost to the public.

### Conclusion

The FAA reviewed the relevant data 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 Service Information Under 1 CFR Part 51

Airbus Helicopters has issued Alert Service Bulletin No. AS332-34.00.60, Revision 1, dated March 29, 2019. This service information describes procedures for a wiring modification of the “flight/ground” logic signal source of the AHRS 1, which changes the “flight/ground” logic signal source to independent redundant signals.

This service information 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.

### Other Related Service Information

Airbus Helicopters has issued Alert Service Bulletin No. AS332-34.00.60, Revision 0, dated December 6, 2018. The service information describes procedures for a wiring modification of the “flight/ground” logic signal source of the AHRS 1, which changes the “flight/ground” logic signal source to independent redundant signals. Airbus Service Bulletin No. AS332-34.00.60, Revision 1, dated March 29, 2019, clarifies the procedures for the post-installation test in Alert Service Bulletin No. AS332-34.00.60, Revision 0, dated December 6, 2018.

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

EASA AD 2019-0021 specifies to do the modification within 6 months. This AD requires the modification be done within 100 hours time-in-service or before intentional flight into IMC, whichever occurs first. The FAA has determined this compliance time represents the maximum interval of time allowable for the affected helicopters to continue to safely operate before the modification is done.

### Costs of Compliance

The FAA estimates that this AD affects 8 helicopters of U.S. registry. The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS FOR REQUIRED ACTIONS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
7 work-hours × \$85 per hour = \$595 .....	\$40	\$635	\$5,080

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 adding the following new airworthiness directive:

**2020–22–13 Airbus Helicopters:**  
Amendment 39–21309; Docket No. FAA–2020–0462; Product Identifier 2019–SW–021–AD.

**(a) Effective Date**

This airworthiness directive (AD) is effective December 8, 2020.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Airbus Helicopters Model AS332C1 and AS332L1 helicopters, certificated in any category, all manufacturer serial numbers, equipped with an Advanced Helicopter Cockpit & Avionics System (AHCAS), except helicopters that have

Airbus Helicopters modification 0728576 embodied in production.

**(d) Subject**

Joint Aircraft Service Component (JASC) Code 3420, Attitude and direction data system.

**(e) Reason**

This AD was prompted by a report that the affected helicopters use the same “flight/ground” logic signal, instead of independent redundant signals. The FAA is issuing this AD to address certain helicopters that use the same “flight/ground” logic signal, instead of independent redundant signals. If both attitude and heading reference systems (AHRS) incorrectly receive “ground” status in flight, as a result for instance of a single failure, this will generate consistent erroneous computation of the attitudes and vertical speed during helicopter maneuvers with consequent incorrect flight data indications to the flight crew on both primary displays. Erroneous flight information could lead to increased workload for the flight crew when the upper modes of the automatic flight control system are not engaged, possibly resulting in reduced control of the helicopter during high speed maneuvers in instrumental meteorological conditions (IMC).

**(f) Compliance**

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

**(g) Required Actions**

(1) Within 30 days after the effective date of this AD: Amend the emergency procedures of the existing rotorcraft flight manual (RFM) for your helicopter by inserting the supplemental text specified in figure 1 to paragraph (g)(1) of this AD, immediately following paragraph 9 GROUND/FLIGHT LOGIC FAULT.

**Figure 1 to Paragraph (g)(1) - Supplemental Text for Paragraph 9 GROUND/FLIGHT LOGIC FAULT of the RFM**

Symptoms	Condition	Consequences and procedures
<p><b>GRD/FLT</b></p> <p>(Post-MOD 07 23817)</p>		<p><b><u>Procedure:</u></b></p> <p>The following NOTE is added:</p> <p style="text-align: center;"><b>NOTE</b></p> <p>In the event of <b>GRD/FLT</b>, both AHRS may provide erroneous attitude and vertical speed while ISIS remains reliable. Should this discrepancy occur it is recommended to:</p> <ul style="list-style-type: none"> <li>- Keep on (or activate) the upper modes.</li> <li>- In IMC flight limit the IAS (&lt; 120 kt) and bank angle (&lt; 20°).</li> </ul> <p style="text-align: center;">The rest of the paragraph is unchanged.</p>

(2) Within 100 hours time-in-service or before intentional flight into IMC, whichever occurs first after the effective date of this AD, do the wiring modification of the “flight/ground” logic signal source of the AHRS 1 in accordance with the Accomplishment Instructions of Airbus Helicopters Alert Service Bulletin No. AS332–34.00.60, Revision 1, dated March 29, 2019. After completion of the wiring modification, the RFM amendment required by paragraph (g)(1) of this AD must be removed from the existing RFM for your helicopter.

**(h) Special Flight Permit**

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the helicopter can be modified (if the operator elects to do so), provided the helicopter is operated under visual flight rules only.

**(i) Credit for Previous Actions**

This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Airbus Helicopters Alert Service Bulletin No. AS332–34.00.60, Revision 0, dated December 6, 2018.

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

(1) The Manager, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: George Schwab, Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; phone: 817–222–5110; email: 9-ASW-FTW-AMOC-Requests@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, notify your principal inspector or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

**(k) Related Information**

(1) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2019–0021, dated February 1, 2019; corrected February 4, 2019. This EASA AD may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA–2020–0462.

(2) For more information about this AD, contact George Schwab, Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177;

phone: 817–222–5110; email: [george.schwab@faa.gov](mailto:george.schwab@faa.gov).

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

**(l) 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 Helicopters Alert Service Bulletin No. AS332–34.00.60, Revision 1, dated March 29, 2019.

(ii) [Reserved]

(3) For service information identified in this AD, contact Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; phone: (972) 641–0000 or (800) 232–0323; fax: (972) 641–3775; or at <https://www.airbus.com/helicopters/services/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](mailto: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. 2020–24260 Filed 11–2–20; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2020–0744; Project Identifier 2019–CE–056–AD; Amendment 39–21285; AD 2020–21–12]

**RIN 2120–AA64**

#### **Airworthiness Directives; Pilatus Aircraft Ltd. Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain Pilatus Aircraft Ltd Model PC–24 airplanes. This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as the vinyl grommets on the upper panel assembly on the left-hand (LH) and right-hand (RH) emergency exits becoming rigid after exposure to low temperatures, which could result in failure of the emergency exits to open during an evacuation. This AD requires replacing the grommets. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective December 8, 2020.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of December 8, 2020.

**ADDRESSES:** For service information identified in this final rule, contact Pilatus Aircraft Ltd., Customer Technical Support (MCC), P.O. Box 992, CH–6371 Stans, Switzerland; telephone: +41 (0)41 619 67 74; fax: +41 (0)41 619 67 73; email: [Techsupport@pilatus-aircraft.com](mailto:Techsupport@pilatus-aircraft.com); internet: <https://www.pilatus-aircraft.com/en>. You may view this service information at the

FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call 816–329–4148. It is also available on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA–2020–0744.

#### **Examining 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–2020–0744 or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the MCAI, 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:** Doug Rudolph, Aerospace Engineer, FAA, General Aviation & Rotorcraft Section, International Validation Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4059; fax: (816) 329–4090; email: [doug.rudolph@faa.gov](mailto:doug.rudolph@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **Discussion**

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to Pilatus Aircraft Ltd Model PC–24 airplanes with an emergency exit grommet part number (P/N) 944.87.32.001 installed. The NPRM published in the **Federal Register** on August 7, 2020 (85 FR 47919). The NPRM proposed to correct an unsafe condition of the specified products and was based on MCAI originated by the European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union. EASA issued AD No. 2019–0293, dated December 4, 2019 (referred to after this as “the MCAI”), which states:

After exposure to low temperatures, the vinyl grommets which hold the upper panel assembly in position on the left-hand and right-hand emergency exits were found to become rigid.

This condition, if not corrected, could result in failure of the emergency exits to open during an evacuation, possibly resulting in injury to occupants.

To address this potential unsafe condition, Pilatus issued the [service bulletin] SB to provide modification instructions.

For the reason described above, this [EASA] AD requires replacement of affected

parts with serviceable parts, as defined in this AD, and prohibits (re-)installation of affected parts.

You may obtain further information by examining the MCAI in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA–2020–0744.

#### **Comments**

The FAA gave the public the opportunity to participate in developing this final rule. The FAA received no comments on the NPRM or on the determination of the cost to the public.

#### **Conclusion**

The FAA reviewed the relevant data and determined that air safety and the public interest require adopting this final rule as proposed.

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

The FAA reviewed Pilatus PC–24 Service Bulletin No. 25–005, dated August 12, 2019. The service information contains procedures for replacing the grommets that are used to hold the upper panel assembly in position on the LH and RH emergency exits with different part-numbered grommets. This service information 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 39 products of U.S. registry. The FAA also estimates that it will take 1.0 work-hour per product to comply with the requirements of this AD. The average labor rate is \$85 per work-hour. Required parts will cost about \$30 per product.

Based on these figures, the FAA estimates the cost of the AD on U.S. operators to be \$4,485, or \$115 per product.

According to the manufacturer, some of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected individuals. The FAA does not control warranty coverage for affected individuals. As a result, the FAA has included all costs in this cost estimate.

#### **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