of fluctuations in activity volumes, bad debt, carrier insolvency, or other unforeseen events.'') This explanation in that 2004 rulemaking makes clear that, of the three items the cost of which user fees should cover, APHIS was justifying its inclusion ''of a reserve-building component'' directly on the third—''[a]dministering the user fee program.'' As noted previously in the Interpretive Rule and in this document, this rationale effectively relies on subsection 136a(a)(1)(B) of the FACT Act as a basis for the reserve.

The 2004 rulemaking also aligned administering the program with ensuring continuity of AQI services by indicating that one of the ways in which APHIS administers the program is by maintaining sufficient funds in reserve to ensure continuity of AQI services within the program. As noted previously in the Interpretive Rule and in this document, this rationale effectively relies on subsection 136a(a)(1)(A) of the FACT Act as another basis for the reserve.

In the 2006 final rule that responded to comments on the 2004 rulemaking, we again aligned administering the program with maintaining sufficient funds in reserve to ensure continuity of AQI services. *See* 71 FR 49985.

APHIS' 2014 proposed rule to revise the AQI user fee schedule again aligned administration of the user fee program with maintaining sufficient funds to provide AQI services. *See* 79 FR 22896.

Comment Requesting Assistance for Domestic Programs

One commenter asked that APHIS fund domestic control and eradication programs undertaken by State cooperators using AQI user fees.

The FACT Act prohibits such subsidization.

Congressional Review Act

Pursuant to the Congressional Review Act (5 U.S.C. 801 *et seq.*), the Office of Information and Regulatory Affairs designated this action as not a major rule, as defined by 5 U.S.C. 804(2).

Authority: 7 U.S.C. 7701–7772, 7781–7786, and 8301–8317; 21 U.S.C. 136 and 136a; 49 U.S.C. 80503; 7 CFR 2.22, 2.80, and 371.3.

Done in Washington, DC, this 13th day of January 2020.

Kevin Shea,

Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 2020–00659 Filed 1–15–20; 8:45 am]

BILLING CODE 3410–34–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2019–0326; Product Identifier 2018–NM–166–AD; Amendment 39–19808; AD 2019–23–14]

RIN 2120–AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: The FAA is correcting an airworthiness directive (AD) that published in the **Federal Register.** That AD applies to all The Boeing Company Model 737–100, –200, –200C, –300, –400, and –500 series airplanes. As published, the service information reference specified in a certain paragraph of the regulatory text is incorrect. This document corrects that error. In all other respects, the original document remains the same.

DATES: This correction is effective January 21, 2020.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of January 21, 2020 (84 FR 68326, December 16, 2019).

ADDRESSES: For service information identified in this final rule, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster Blvd., MC 110–SK57, Seal Beach, CA 90740–5600; phone: 562–797–1717; internet: *https://www.myboeingfleet.com.* You may view this referenced service information at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195. It is also available on the internet at *https://www.regulations.gov* by searching for and locating Docket No. FAA–2019–0326.

Examining the AD Docket

You may examine the AD docket on the internet at *https://www.regulations.gov;* 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 regulatory evaluation, any comments received, and other information. The address for Docket Operations is Docket 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: Serj Harutunian, Aerospace Engineer, Propulsion Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712–4137; phone: 562–627–5254; fax: 562–627–5210; email: *serj.harutunian@faa.gov.*

SUPPLEMENTARY INFORMATION: As published, AD 2019–23–14, Amendment 39–19808 (84 FR 68326, December 16, 2019), requires revising the existing maintenance or inspection program, as applicable, to include new or revised airworthiness limitations (AWLs) for all The Boeing Company Model 737–100, –200, –200C, –300, –400, and –500 series airplanes.

Need for the Correction

As published, the service information reference specified in the paragraph (g)(2)(ix) of the regulatory text is incorrect. Paragraph (g)(2)(ix) of the regulatory text incorrectly references the actions specified in Boeing Service Bulletin 737–28A1228 for the initial compliance time to accomplish AWL No. 28–AWL–31, ''Cushion Clamps and Teflon Sleeving Installed on Out-of-Tank Wire Bundles Installed on Brackets that are Mounted Directly on the Fuel Tanks,'' however, the correct reference for that initial compliance time is Boeing Service Bulletin 737–57A1321. Boeing Service Bulletin 737–28A1228 does not refer to AWL No. 28–AWL–31. AWL No. 28–AWL–31 is only referenced in Boeing Service Bulletin 737–57A1321.

Related Service Information Under 1 CFR Part 51

The FAA reviewed Boeing 737–100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D6–38278–CMR, dated March 2019. This service information describes AWLs that include airworthiness limitation instructions (ALI) and critical design configuration control limitations (CDCCL) tasks related to fuel tank ignition prevention and the nitrogen generation system. 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.

Correction of Publication

This document corrects an error and correctly adds the AD as an amendment to 14 CFR 39.13. Although no other part of the preamble or regulatory information has been corrected, the

FAA is publishing the entire rule in the **Federal Register.**

The effective date of this AD remains January 21, 2020.

Since this action only corrects a reference, it has no adverse economic impact and imposes no additional burden on any person. Therefore, the FAA has determined that notice and public comment procedures are unnecessary.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Correction

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (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 [Corrected]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

2019–23–14: The Boeing Company: Amendment 39–19808; Docket No. FAA–2019–0326; Product Identifier 2018–NM–166–AD.

(a) Effective Date

This AD is effective January 21, 2020.

(b) Affected ADs

This AD affects the ADs specified in paragraphs (b)(1) through (7) of this AD.

(1) AD 2008–10–09 R1, Amendment 39–16148 (74 FR 69264, December 31, 2009) (''AD 2008–10–09 R1'').

(2) AD 2011–12–09, Amendment 39–16716 (76 FR 33988, June 10, 2011) (''AD 2011–12–09'').

(3) AD 2013–13–15, Amendment 39–17503 (78 FR 42415, July 16, 2013) (''AD 2013–13–15'').

(4) AD 2013–25–05, Amendment 39–17701 (78 FR 78701, December 27, 2013) (''AD 2013–25–05'').

(5) AD 2016–18–16, Amendment 39–18647 (81 FR 65864, September 26, 2016) (''AD 2016–18–16'').

(6) AD 2017–17–09, Amendment 39–18999 (82 FR 40477, August 25, 2017) (''AD 2017–17–09'').

(7) AD 2018–04–12, Amendment 39–19208 (83 FR 9178, March 5, 2018) (''AD 2018–04–12'').

(c) Applicability

This AD applies to all The Boeing Company Model 737–100, –200, –200C, –300, –400, and –500 series airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 28, Fuel; 47, Nitrogen Generation System.

(e) Unsafe Condition

This AD was prompted by a determination that new or revised airworthiness limitations (AWLs) are necessary related to fuel tank ignition prevention and the nitrogen generation system. The FAA is issuing this AD to address the potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors, could result in fuel tank explosions and consequent loss of the airplane.

(f) Compliance

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

(g) Maintenance or Inspection Program Revision

(1) For The Boeing Company Model 737–100, –200, and –200C series airplanes: Within 60 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in Section C, including Subsections C.1, C.2, and C.3 of Boeing 737–100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D6–38278–CMR, dated March 2019, except as provided in paragraph (h) of this AD. The initial compliance time for the ALI tasks are within the applicable compliance times specified in paragraphs (g)(1)(i) through (x) of this AD.

(i) For AWL No. 28–AWL–01, ''External Wires Over Center Fuel Tank'': Within 120 months after the most recent inspection was performed as specified in AWL No. 28–AWL–01, or within 12 months after the effective date of this AD if no initial inspection has been performed.

(ii) For AWL No. 28–AWL–03, ''Fuel Quantity Indicating System (FQIS)—Out Tank Wiring Lightning Shield to Ground Termination'': Within 120 months after accomplishment of the actions specified in Boeing Service Bulletin 737–28A1178, or within 120 months after the most recent inspection was performed as specified in AWL No. 28–AWL–03, whichever is later.

(iii) For AWL No. 28–AWL–21, ''Center Tank Fuel Boost Pump Automatic Shutoff System'': Within 12 months after accomplishment of the actions specified in Boeing Service Bulletin 737–28A1228, or within 12 months after the most recent inspection was performed as specified in AWL No. 28–AWL–21, whichever is later.

(iv) For AWL No. 28–AWL–22, ''Auxiliary Tank Fuel Boost Pump Automatic Shutoff System'': Within 12 months after accomplishment of the actions specified in Boeing Service Bulletin 737–28A1228, or within 12 months after the most recent inspection was performed as specified in AWL No. 28–AWL–22, whichever is later.

(v) For AWL No. 28–AWL–23, ''Over-Current and Arcing Protection Electrical Design Features Operation—Boost Pump Ground Fault Interrupter (GFI)'': Within 12 months after accomplishment of the actions specified in Boeing Service Bulletin 737–28A1212, or within 12 months after the most recent inspection was performed as specified in AWL No. 28–AWL–23, whichever is later.

(vi) For AWL No. 28–AWL–24, ''Center Tank Fuel Boost Pump Power Failed On Protection System'': Within 12 months after accomplishment of the actions specified in Boeing Service Bulletin 737–28A1227, or within 12 months after the most recent inspection was performed as specified in AWL No. 28–AWL–24, whichever is later.

(vii) For AWL No. 28–AWL–25, ''Auxiliary Fuel Tank Boost Pump Power Failed On Protection System'': Within 12 months after accomplishment of the actions specified in Boeing Service Bulletin 737–28A1227, or within 12 months after the most recent inspection was performed as specified in AWL No. 28–AWL–25, whichever is later.

(viii) For AWL No. 28–AWL–29, ''AC Fuel Boost Pump Installation'': Within 72 months after the most recent inspection was performed as specified in AWL No. 28–AWL–29, or within 12 months after the effective date of this AD if no inspection has been performed in the last 72 months.

(ix) For AWL No. 47–AWL–04, ''Nitrogen Generation System (NGS)—Thermal Switch'': Within 22,500 flight hours after accomplishment of the actions specified in Boeing Service Bulletin 737–47–1005; within 22,500 flight hours after accomplishment of the actions specified in Boeing Service Bulletin 737–47–1008; or within 22,500 flight hours after the most recent inspection was performed as specified in AWL No. 47–AWL–04; whichever is latest.

(x) For AWL No. 47–AWL–05, ''Nitrogen Generation System (NGS)—Nitrogen Enriched Air (NEA) Distribution Ducting Integrity'': Within 14,500 flight hours after accomplishment of the actions specified in Boeing Service Bulletin 737–47–1005; within 14,500 flight hours after accomplishment of the actions specified in Boeing Service Bulletin 737–47–1008; or within 14,500 flight hours after the most recent inspection was performed as specified in AWL No. 47–AWL–05; whichever is latest.

(2) For The Boeing Company Model 737–300, -400, and -500 series airplanes: Within 60 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in Section C, including Subsections C.1, C.2, and C.3 of Boeing 737–100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D6–38278–CMR, dated March 2019; except as provided in paragraph (h) of this AD. The initial compliance time for the ALI tasks are within the applicable compliance times specified in paragraphs (g)(2)(i) through (xi) of this AD.

(i) For AWL No. 28–AWL–01, ''External Wires Over Center Fuel Tank'': Within 120 months after the most recent inspection was performed as specified in AWL No. 28–AWL–01, or within 12 months after the effective date of this AD if no initial inspection has been performed.

(ii) For AWL No. 28–AWL–03, ''Fuel Quantity Indicating System (FQIS)—Out Tank Wiring Lightning Shield to Ground Termination'': Within 120 months after accomplishment of the actions specified in Boeing Service Bulletin 737–28A1175; within 120 months after accomplishment of the actions specified in Boeing Service Bulletin 737–28A1183; within 120 months after accomplishment of the actions specified in Boeing Service Bulletin 737–28A1186; or within 120 months after the most recent inspection was performed as specified in AWL No. 28–AWL–03; whichever is latest.

(iii) For AWL No. 28–AWL–20, ''Center Tank Fuel Boost Pump Automatic Shutoff System'': Within 12 months after accomplishment of the actions specified in Boeing Service Bulletin 737–28A1216, or within 12 months after the most recent inspection was performed as specified in AWL No. 28–AWL–20, whichever is later.

(iv) For AWL No. 28–AWL–21, ''Auxiliary Tank Fuel Boost Pump Automatic Shutoff System'': Within 12 months after accomplishment of the actions specified in Boeing Service Bulletin 737–28A1216, or within 12 months after the most recent inspection was performed as specified in AWL No. 28–AWL–21, whichever is later.

(v) For AWL No. 28–AWL–22, ''Over-Current and Arcing Protection Electrical Design Features Operation—Boost Pump Ground Fault Interrupter (GFI)'': Within 12 months after accomplishment of the actions specified in Boeing Service Bulletin 737–28A1212, or within 12 months after the most recent inspection was performed as specified in AWL No. 28–AWL–22, whichever is later.

(vi) For AWL No. 28–AWL–23, ''Center Tank Fuel Boost Pump Power Failed On Protection System'': Within 12 months after accomplishment of the actions specified in Boeing Service Bulletin 737–28A1227, or within 12 months after the most recent inspection was performed as specified in AWL No. 28–AWL–23, whichever is later.

(vii) For AWL No. 28–AWL–24, ''Auxiliary Fuel Tank Boost Pump Power Failed On Protection System'': Within 12 months after accomplishment of the actions specified in Boeing Service Bulletin 737–28A1227, or within 12 months after the most recent inspection was performed as specified in AWL No. 28–AWL–24, whichever is later.

(viii) For AWL No. 28–AWL–27, ''AC Fuel Boost Pump Installation'': Within 72 months after the most recent inspection was performed as specified in AWL No. 28–AWL–27, or within 12 months after the effective date of this AD if no inspection has been performed in the last 72 months.

(ix) For AWL No. 28–AWL–31, ''Cushion Clamps and Teflon Sleeving Installed on Out-of-Tank Wire Bundles Installed on Brackets that are Mounted Directly on the Fuel Tanks'': Within 144 months after accomplishment of the actions specified in Boeing Service Bulletin 737–57A1321.

(x) For AWL No. 47–AWL–04, ''Nitrogen Generation System (NGS)—Thermal Switch'': Within 22,500 flight hours after accomplishment of the actions specified in Boeing Service Bulletin 737–47–1005; within 22,500 flight hours after accomplishment of the actions specified in Boeing Service Bulletin 737–47–1008; or within 22,500 flight hours after the most recent inspection was performed as specified in AWL No. 47–AWL–04; whichever is latest.

(xi) For AWL No. 47–AWL–05, ''Nitrogen Generation System (NGS)—Nitrogen Enriched Air (NEA) Distribution Ducting Integrity'': Within 14,500 flight hours after accomplishment of the actions specified in Boeing Service Bulletin 737–47–1005; within 14,500 flight hours after accomplishment of the actions specified in Boeing Service Bulletin 737–47–1008; or within 14,500 flight hours after the most recent inspection was performed as specified in AWL No. 47–AWL–05; whichever is latest.

(h) Additional Acceptable Wire Types and Sleeving

As an option to accomplishing the actions required by paragraph (g) of this AD, the changes specified in paragraphs (h)(1) and (2) of this AD are acceptable.

(1) Where AWL No. 28–AWL–05 identifies wire types BMS 13–48, BMS 13–58, and BMS 13–60, the following wire types are acceptable: MIL–W–22759/16, SAE AS22759/16 (M22759/16), MIL–W–22759/32, SAE AS22759/32 (M22759/32), MIL–W–22759/34, SAE AS22759/34 (M22759/34), MIL–W–22759/41, SAE AS22759/41 (M22759/41), MIL–W–22759/86, SAE AS22759/86 (M22759/86), MIL–W–22759/87, SAE AS22759/87 (M22759/87), MIL–W–22759/92, and SAE AS22759/92 (M22759/92); and MIL–C–27500 and NEMA WC 27500 cables constructed from these military or SAE specification wire types, as applicable.

(2) Where AWL No. 28–AWL–05 identifies TFE–2X Standard wall for wire sleeving, the following sleeving materials are acceptable: Roundit 2000NX and Varglas Type HO, HP, or HM.

(i) No Alternative Actions, Intervals, or Critical Design Configuration Control Limitations (CDCCLs)

After the existing maintenance or inspection program has been revised as required by paragraph (g) of this AD, no alternative actions (*e.g.,* inspections), intervals, or CDCCLs may be used unless the actions, intervals, and CDCCLs are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (k) of this AD.

(j) Terminating Actions for Certain AD Requirements

Accomplishment of the revision required by paragraph (g) of this AD terminates the requirements specified in paragraphs (j)(1) through (7) of this AD for that airplane:

(1) All requirements of AD 2008–10–09 R1.

(2) The revision required by paragraph (l) of AD 2011–12–09.

(3) The revision required by paragraph (h) of AD 2013–13–15.

(4) The revision required by paragraph (j) of AD 2013–25–05.

(5) The revisions required by paragraphs (l) and (n) of AD 2016–18–16.

(6) The revision required by paragraph (h) of AD 2017–17–09.

(7) The revision required by paragraph (h) of AD 2018–04–12.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles ACO 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 (l) of this AD. Information may be emailed to: *9-ANM-LAACO-AMOC-Requests@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.

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, Los Angeles ACO Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(4) AMOCs that were previously approved for the ADs specified in paragraph (j) of this AD are not approved as AMOCs for this AD.

(l) Related Information

For more information about this AD, contact Serj Harutunian, Aerospace Engineer, Propulsion Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712–4137; phone: 562–627–5254; fax: 562–627–5210; email: *serj.harutunian@faa.gov.*

(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.

(3) The following service information was approved for IBR on January 21, 2020 (84 FR 68326, December 16, 2019).

(i) Boeing 737–100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D6–38278–CMR, dated March 2019.

(ii) [Reserved]

(4) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster Blvd., MC 110–SK57, Seal Beach, CA 90740–5600; phone: 562–797–1717; internet: *https://www.myboeingfleet.com.*

(5) You may view this service information at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(6) You may view this service information that is incorporated by reference at the National Archives and Records

Administration (NARA). For information on the availability of this material at NARA, email *fedreg.legal@nara.gov,* or go to: *https://www.archives.gov/federal-register/cfr/ibr-locations.html.*

Issued on January 9, 2020.

Michael Kaszycki,

Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2020–00580 Filed 1–15–20; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2019–0609; Product Identifier 2019–NM–054–AD; Amendment 39–21018; AD 2019–25–19]

RIN 2120–AA64

Airworthiness Directives; Airbus SAS Airplanes

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

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Airbus SAS Model A350–941 airplanes. This AD was prompted by a report of dislodged passenger door girt bars. This AD requires modification of the girt bar retention mechanism of the affected doors, as specified in a European Union Aviation Safety Agency (EASA) AD, which is incorporated by reference. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective February 20, 2020.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of February 20, 2020.

ADDRESSES: For the material incorporated by reference (IBR) in this AD, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 1000; email *ADs@easa.europa.eu;* internet *www.easa.europa.eu.* You may find this IBR material on the EASA website at *https://ad.easa.europa.eu.* You may view this IBR material at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195. It is also available in the AD docket on the internet at *https://www.regulations.gov* by searching for and locating Docket No. FAA–2019–0609.

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–2019–0609; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the regulatory evaluation, any comments received, and other information. The 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: Kathleen Arrigotti, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206–231–3218.

SUPPLEMENTARY INFORMATION:

Discussion

The EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2019–0076, dated March 29, 2019 (''EASA AD 2019–0076'') (also referred to as the Mandatory Continuing Airworthiness Information, or ''the MCAI''), to correct an unsafe condition for all Airbus SAS Model A350–941 airplanes.

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all Airbus SAS Model A350–941 airplanes. The NPRM published in the **Federal Register** on August 26, 2019 (84 FR 44563). The NPRM was prompted by a report of dislodged passenger door girt bars. The NPRM proposed to require modification of the girt bar retention mechanism of the affected door.

The FAA is issuing this AD to address dislodged girt bars, which could result in functional loss of the affected door slide and possibly prevent safe evacuation during an emergency. See the MCAI for additional background information.

Comments

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

Supportive Comments

One anonymous commenter stated support for the NPRM. Delta Airlines also agreed with the intent of the NPRM and submitted a request as described below.

Request for Correction of Certain Serial Numbers

Delta Airlines requested that the FAA include a correction to certain serial numbers listed in the appendixes of Airbus service information referenced by EASA AD 2019–0076. Delta Airlines stated that certain door serial numbers were duplicated for certain airplanes across the different appendixes and after sending a request for clarification, Airbus confirmed to Delta Airlines that those repeated numbers were typographical errors.

The FAA agrees to revise this AD to include the correct serial numbers. For airplanes having manufacturer serial numbers 0062 and 0119, the appendixes of Airbus service information referenced by EASA AD 2019–0076 identify the correct part numbers for the doors, but not the correct associated serial numbers. Those two airplanes, with manufacturer serial number (MSN) 0062 and 0119, are not on the U.S. registry. The FAA has added paragraphs (h)(3) and (h)(4) to this AD to specify the correct serial numbers.

Conclusion

The FAA reviewed the relevant data, considered the comments received, and determined that air safety and the public interest require adopting this final rule with the changes described previously and 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.

The FAA also determined that these changes will not increase the economic burden on any operator or increase the scope of this final rule.

Related IBR Material Under 1 CFR Part 51

EASA AD 2019–0076 describes procedures for modification of the girt bar retention mechanism of the affected doors. This material is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the **ADDRESSES** section.

Costs of Compliance

The FAA estimates that this AD affects 12 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD: