

(c) *Multi-State expansion.* * * *

(1) The CDC establishes a Loan Committee in the additional State consisting only of members who live or work in that State and that satisfies the other requirements in

§ 120.823(d)(4)(ii)(A) through (D); or

(2) For any Project located in the additional State, the CDC's Board or Loan Committee (if established in the CDC's State of incorporation) includes at least two members who live or work in that State when voting on that Project.

§ 120.839 [Amended]

■ 7. Amend § 120.839(a) by adding the words "or its affiliate(s)" after "business".

■ 8. Amend § 120.847 by:

■ a. Revising paragraph (b); and

■ b. Removing the term "Lead SBA Office" in third sentence of paragraph (g) and adding in its place "the D/OCRM (or designee)".

The revision reads as follows:

§ 120.847 Requirements for the Loan Loss Reserve Fund (LLRF).

* * * * *

(b) *PCLP CDC Exposure and LLRF deposit requirements.* A PCLP CDC's "Exposure" is defined as its reimbursement obligation to SBA with respect to default in the payment of any PCLP Debenture. The amount of a PCLP CDC's Exposure is 10 percent of any loss (including attorney's fees; litigation costs; and care of collateral, appraisal and other liquidation costs and expenses) sustained by SBA as a result of a default in the payment of principal or interest on a PCLP Debenture. For each PCLP Debenture a PCLP CDC issues, it must establish and maintain an LLRF equal to one percent of the original principal amount of the PCLP Debenture. The amount the PCLP CDC must maintain in the LLRF for each PCLP Debenture remains the same even as the principal balance of the PCLP Debenture is paid down over time except that, after the first 10 years of the term of the Debenture, the amount maintained in the LLRF may be based on one percent of the current principal amount of the PCLP Debenture (the declining balance methodology), as determined by SBA. All withdrawals must be made in accordance with the requirements of paragraph (g) of this section. A CDC may not use the declining balance methodology:

(1) With respect to any Debenture that has been purchased. Within 30 days after purchase, the CDC must restore the balance maintained in the LLRF for the Debenture that was purchased to one percent of the original principal amount of that Debenture; or

(2) With respect to any other Debenture if SBA notifies the CDC in writing that it has failed to satisfy the requirements in paragraph (e), (f), (h), (i) or (j) of this section. In such case, the CDC will not be required to restore the balance maintained in the LLRF to one percent of the original principal amount of the Debenture but must base the amount maintained in the LLRF on one percent of the principal amount of the Debenture as of the date of notification. The CDC may not begin to use the declining balance methodology again until SBA notifies the CDC in writing that SBA has determined, in its discretion, that the CDC has corrected the noncompliance and has demonstrated its ability to comply with these requirements.

* * * * *

Dated: April 5, 2019.

Linda E. McMahon,

Administrator.

[FR Doc. 2019-07318 Filed 4-12-19; 8:45 am]

BILLING CODE 8025-01-P

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

[Docket No. FAA-2018-0807; Product Identifier 2018-NM-003-AD]

RIN 2120-AA64

Airworthiness Directives; Airbus SAS Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Supplemental notice of proposed rulemaking (SNPRM); reopening of comment period.

SUMMARY: We are revising an earlier proposal for certain Airbus SAS Model A330-200, A330-300, A340-200, and A340-300 series airplanes. This action revises the notice of proposed rulemaking (NPRM) by adding certain airplanes to certain compliance time tables. We are proposing this airworthiness directive (AD) to address the unsafe condition on these products. Since these actions would impose an additional burden over those in the NPRM, we are reopening the comment period to allow the public the chance to comment on these changes.

DATES: The comment period for the NPRM published in the **Federal Register** on October 15, 2018 (83 FR 51889), is reopened.

We must receive comments on this SNPRM by May 30, 2019.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

• *Federal eRulemaking Portal:* Go to <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 NPRM, contact Airbus SAS, Airworthiness Office—EAL, Rond-Point Emile Dewoitine No: 2, 31700 Blagnac Cedex, France; phone: +33 5 61 93 36 96; fax: +33 5 61 93 45 80; email: airworthiness.A330-A340@airbus.com; internet: <http://www.airbus.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.

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-2018-0807; 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 SNPRM, the regulatory evaluation, any comments received, and other information. The street address for Docket Operations (phone: 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 Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3229.

SUPPLEMENTARY INFORMATION:**Comments Invited**

We invite you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2018-0807; Product Identifier 2018-NM-003-AD" at the beginning of your comments. We specifically invite

comments on the overall regulatory, economic, environmental, and energy aspects of this SNPRM. We will consider all comments received by the closing date and may amend this SNPRM based on 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 SNPRM.

Discussion

We issued an NPRM to amend 14 CFR part 39 by adding an AD that would apply to certain Airbus Model A330–200, A330–300, A340–200, and A340–300 series airplanes. The NPRM published in the **Federal Register** on October 15, 2018 (83 FR 51889). The NPRM was prompted by a report that revealed the wheel axles of the main landing gear (MLG) were machined with a radius as small as 0.4 millimeters and a determination that the life limit for the affected wheel axles of the MLG must be reduced. The NPRM proposed to require an inspection to determine the part number and serial number of each MLG wheel axle and replacement of affected parts prior to exceeding the reduced life limits.

Actions Since the NPRM Was Issued

Since we issued the NPRM, we have determined that certain airplanes were missing from certain compliance time tables in the proposed AD.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2018–0150, dated July 16, 2018 (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition for certain Airbus Model A330–200, A330–300, A340–200, and A340–300 series airplanes. The MCAI states:

In the past, EASA received a report, via Airbus and Messier-Bugatti-Dowty Ltd, from a MRO [Maintenance Repair Organization], concerning a specific repair accomplished on certain MLG wheel axles. Investigations revealed that the axles were machined with a radius as small as 0.4 mm.

This condition, if not corrected, has a detrimental effect on the fatigue lives of these parts, possibly affecting the structural integrity of the aeroplane. Fatigue analyses were performed and the results indicated that the life limit of the affected MLG wheel axles must be reduced to below the one stated in the A330 and A340 Airbus Airworthiness Limitation Section (ALS) Part 1.

To address this potential unsafe condition, EASA issued AD 2011–0170 [which corresponds to FAA AD 2013–08–03,

Amendment 39–17420 (78 FR 23105, April 18, 2013) (“AD 2013–08–03”)], which required the replacement of the MLG wheel axles before exceeding the new reduced demonstrated life limit. After that [EASA] AD was issued, it was discovered that additional MLG wheel axles were subject to repairs by the same MRO. Consequently, EASA issued AD 2013–0067, retaining the requirements of EASA AD 2011–0170, which was superseded, and required the replacement of this additional batch of affected MLG wheel axles.

Since EASA AD 2013–0067 was issued, it was reported that two additional MROs have accomplished similar incorrect repairs on additional MLG wheel axles, necessitating implementation of a reduced life limit. The affected MLG wheel axles, as well as the related life limits, have been published in Airbus SB [service bulletin] A330–32–3282 and SB A340–32–4311, as applicable to aeroplane type.

Consequently, EASA issued AD 2017–0245, retaining the requirements of EASA AD 2013–0067, which was superseded, to require identification and replacement of the affected MLG wheel axles.

Since EASA AD 2017–0245, it was determined that some aeroplane models were missing from the Tables in Appendix 1 [of EASA AD 2017–0245]. It was also determined that the compliance times [of EASA AD 2017–0245] needed to be clarified.

For the reasons described above, this [EASA] AD fully retains the requirements of EASA AD 2017–0245, which is superseded, and introduces the necessary clarifications. This [EASA] AD also contains some editorial changes to meet the current [EASA] AD writing standards, without affecting the technical content or requirements.

You may examine the MCAI in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA–2018–0807.

Related Service Information Under 1 CFR Part 51

Airbus has issued Service Bulletin A330–32–3282, Revision 03, including Appendixes 01, 02, and 03, dated October 24, 2017; and Service Bulletin A340–32–4311, Revision 03, including Appendixes 01, 02, and 03, dated October 24, 2017. This service information describes procedures for inspecting the MLG wheel axles to determine the part number and serial number, and replacing the affected MLG wheel axles. This service information also specifies reduced life limits for the affected MLG wheel axles. These documents are distinct since they apply to different airplane models.

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.

Comments

We gave the public the opportunity to participate in developing this proposed AD. We considered the comments received. Air Line Pilots Association, International (ALPA) stated that it supports the NPRM.

Request To Add Certain Airplanes to Certain Tables With Post-Repair Life Limits

American Airlines (AAL) and an anonymous commenter requested that we add certain airplanes to certain compliance time tables with post-repair life limits in the proposed AD. AAL stated that tables 2 and 3 to paragraphs (g)(2), (g)(3), and (i) of the proposed AD (in the NPRM) are missing airplane Model A330–323. AAL commented that this airplane model is shown as Model A330–3xx in Compliance Tables 2, 3, 4 and 5 of Airbus Service Bulletin A330–32–3282, Revision 03, dated October 24, 2017. AAL stated that it operates 9 Model A300–323 airplanes at “WV022” and without this airplane model included in the proposed AD, it would not be able to comply with the proposed AD as written.

An anonymous commenter stated that Model A330–302, A330–303, A330–323 and A330–343 airplanes are missing in tables 2 and 3 to paragraphs (g)(2), (g)(3), and (i) of the proposed AD (in the NPRM). The anonymous commenter stated that these airplanes have been added to EASA AD 2018–0150, dated July 16, 2018, because they were missing in EASA AD 2017–0245, dated December 11, 2017.

We agree with the commenters request. We have added airplane Models A330–302, A330–303, A330–323, and A330–343 to tables 2 and 3 to paragraphs (g)(2), (g)(3), and (i) of the proposed AD (in this SNPRM) for the reasons stated previously.

FAA’s Determination and Requirements of This SNPRM

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 proposing this AD because we evaluated all pertinent information and determined an unsafe condition exists and is likely to exist or develop on other products of the same type design.

Certain changes described above expand the scope of the SNPRM. As a result, we have determined that it is

necessary to reopen the comment period to provide additional opportunity for the public to comment on this SNPRM.

Costs of Compliance

We estimate that this proposed AD affects 29 airplanes of U.S. registry. We

estimate the following costs to comply with this proposed AD:

ESTIMATED COSTS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
2 work-hours × \$85 per hour = \$170	\$0	\$170	\$4,930

We estimate the following costs to do any necessary on-condition replacements that would be required

based on the results of any required actions. We have no way of determining

the number of aircraft that might need these on-condition replacements:

ESTIMATED COSTS OF ON-CONDITION ACTIONS

Labor cost	Parts cost	Cost per product
16 work-hours × \$85 per hour = \$1,360 (per part)	\$40,000 (per part)	\$41,360 (per part).

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.

This proposed AD is issued in accordance with authority delegated by the Executive Director, Aircraft Certification Service, as authorized by FAA Order 8000.51C. In accordance with that order, issuance of ADs is normally a function of the Compliance and Airworthiness Division, but during this transition period, the Executive Director has delegated the authority to issue ADs applicable to transport category airplanes and associated appliances to the Director of the System Oversight Division.

Regulatory Findings

We determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on

the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify this proposed regulation:

1. Is not a "significant regulatory action" under Executive Order 12866;
2. 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.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

- 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

Airbus SAS: Docket No. FAA-2018-0807; Product Identifier 2018-NM-003-AD.

(a) Comments Due Date

We must receive comments by May 30, 2019.

(b) Affected ADs

This AD affects AD 2013-08-03, Amendment 39-17420 (78 FR 23105, April 18, 2013) ("AD 2013-08-03").

(c) Applicability

This AD applies to the Airbus airplanes, certificated in any category, specified in paragraphs (c)(1) through (c)(5) of this AD.

(1) Model A330-201, -202, -203, -223, and -243 airplanes, all manufacturer serial numbers (MSNs), except those on which Airbus Modification 54500 has been embodied in production.

(2) Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes, all manufacturer serial numbers, except MSNs 0896, 0905, and 0913 (which are specified in paragraph (c)(3) of this AD), and except those on which Airbus Modification 54500 has been embodied in production.

(3) Model A330-343 airplanes, MSNs 0896, 0905, and 0913, except those on which the actions in Airbus Service Bulletin A330-32-3273 have been embodied in service.

(4) Model A340-211, -212, and -213 airplanes, all manufacturer serial numbers, except those on which Airbus Modification 54500 has been embodied in production.

(5) Model A340-311, -312, and -313 airplanes, all manufacturer serial numbers, except those on which Airbus Modification 54500 has been embodied in production.

(d) Subject

Air Transport Association (ATA) of America Code 32, Landing gear.

(e) Reason

This AD was prompted by a report that revealed the wheel axles of the main landing gear (MLG) were machined with a radius as small as 0.4 millimeters and a determination that the life limit for the affected wheel axles of the MLG must be reduced. We are issuing this AD to address fatigue of the wheel axles

of the MLG, which could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Definitions

(1) For the purpose of this AD, the affected MLG wheel axles are listed by part number and serial number in Appendix 01 (Maintenance Repair Organization (MRO 1),

Appendix 02 (MRO 2), and Appendix 03 (MRO 3) of Airbus Service Bulletin A330–32–3282, Revision 03, dated October 24, 2017; and Airbus Service Bulletin A340–32–4311, Revision 03, dated October 24, 2017; as applicable.

(2) For the purpose of this AD, a serviceable MLG wheel axle is an affected MLG wheel axle that has not exceeded the applicable post-repair life limit values as specified in table 1 to paragraphs (g)(2), (g)(3), and (i) of this AD, table 2 to paragraphs (g)(2), (g)(3), and (i) of this AD, or table 3 to

paragraphs (g)(2), (g)(3), and (i) of this AD; or a part that is not an affected MLG wheel axle.

(3) For the purpose of this AD, the term “post-repair life limits” represents the time-in-service, flight cycles, or flight hours, whichever occurs first, accumulated since repair by the affected MRO specified in table 1 to paragraphs (g)(2), (g)(3), and (i) of this AD, table 2 to paragraphs (g)(2), (g)(3), and (i) of this AD, or table 3 to paragraphs (g)(2), (g)(3), and (i) of this AD.

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Table 1 to paragraphs (g)(2), (g)(3), and (i) of this AD –MRO 1 Post-Repair Life Limits

Affected Airplane(s)	Weight Variant (WV) (series)	Compliance Time (flight cycles (FC) or flight hours (FH), whichever occurs first, as defined by paragraph (g)(3) of this AD for post-repair life limits)
A340-211, A340-212 and A340-213	WV00x	4,600 FC or 29,000 FH
A340-311, A340-312 and A340-313	WV00x	4,700 FC or 22,250 FH
A340-313	WV02x and WV05x	3,950 FC or 16,900 FH
A330-301, A330-321, A330-322, A330-341, and A330-342	WV00x and WV01x	5,050 FC or 15,200 FH
A330-201, A330-202, A330-203, A330-223, and A330-243	WV02x, WV05x, and WV06x	4,450 FC or 17,900 FH
A330-301, A330-302, A330-303, A330-323, A330-342, and A330-343	WV02x and WV05x	5,150 FC or 13,450 FH

Table 2 to paragraphs (g)(2), (g)(3), and (i) of this AD – MRO 2 Post-Repair Life Limits

Affected Airplane(s)	WV (series)	Compliance Time A or B, whichever occurs later (FC or FH, whichever occurs first, as defined by paragraph (g)(3) of this AD for post-repair life limits)
A340-211, A340-212, A340-213, A340-311, A340-312, and A340-313	WV00x	A: 25,000 FC or 100,000 FH B: 12 months after the effective date of this AD
A340-311, A340-312, and A340-313	WV02x and WV05x	A: 25,000 FC or 83,100 FH B: 12 months after the effective date of this AD, but not to exceed 25,000 FC or 100,000 FH
A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, and A330-343	WV00x, WV01x, WV02x, and WV05x	A: 50,000 FC or 75,000 FH B: 12 months after the effective date of this AD
A330-201, A330-202, A330-203, A330-223, and A330-243	WV02x, WV05x (except WV058), and WV06x	A: 50,000 FC or 75,000 FH B: 12 months after the effective date of this AD
A330-201, A330-202, A330-203, A330-223, and A330-243	WV058	A: 50,000 FC or 70,950 FH B: 12 months after the effective date of this AD, but not to exceed 50,000 FC or 75,000 FH

Table 3 to paragraphs (g)(2), (g)(3), and (i) of this AD – MRO 3 Post-Repair Life Limits

Affected Airplane(s)	WV (series)	Compliance Time A or B, whichever occurs later (FC or FH, whichever occurs first, as defined by paragraph (g)(3) of this AD for post-repair life limits)
A340-211, A340-212, A340-213, A340-311, A340-312, and A340-313	WV00x	A: 25,000 FC or 100,000 FH B: 12 months after the effective date of this AD
A340-311, A340-312, and A340-313	WV02x and WV05x	A: 25,000 FC or 68,800 FH B: 12 months after the effective date of this AD, but not to exceed 25,000 FC or 100,000 FH
A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, and A330-343	WV00x and WV01x	A: 50,000 FC or 73,400 FH B: 12 months after the effective date of this AD, but not to exceed 50,000 FC or 75,000 FH
A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, and A330-343	WV02x and WV05x	A: 50,000 FC or 64,100 FH B: 12 months after the effective date of this AD, but not to exceed 50,000 FC or 75,000 FH
A330-201, A330-202, A330-203, A330-223, and A330-243	WV02x, WV05x (except WV058), and WV06x	A: 50 000 FC or 62,950 FH B: 12 months after the effective date of this AD, but not to exceed 50,000 FC or 75,000 FH
A330-201, A330-202, A330-203, A330-223, and A330-243	WV058	A: 50 000 FC or 59,350 FH B: 12 months after the effective date of this AD, but not to exceed 50,000 FC or 75,000 FH

BILLING CODE 4910-13-C**(h) Inspection To Determine Part Number and Serial Number**

Within 90 days after the effective date of this AD: Do an inspection of each MLG wheel axle (left-hand and right-hand sides) to determine the part number and serial number. A review of airplane delivery or maintenance records is acceptable to make this determination, in lieu of inspecting a MLG wheel axle, provided those records can be relied upon for that purpose and the part number and serial number of the affected part can be positively identified from that review.

(i) Replacement of Affected MLG Wheel Axles

If any affected MLG wheel axle is found: Within the compliance time specified in table 1 to paragraphs (g)(2), (g)(3), and (i) of this AD, table 2 to paragraphs (g)(2), (g)(3), and (i) of this AD, or table 3 to paragraphs (g)(2), (g)(3), and (i) of this AD; replace each repaired MLG wheel axle with a serviceable MLG wheel axle, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-32-3282, Revision 03, dated October 24, 2017; or Airbus Service Bulletin A340-32-4311, Revision 03, dated October 24, 2017; as applicable. Regardless of the applicable post-repair life limits as specified in table 1 to paragraphs (g)(2),

(g)(3), and (i) of this AD, table 2 to paragraphs (g)(2), (g)(3), and (i) of this AD, or table 3 to paragraphs (g)(2), (g)(3), and (i) of this AD, the life limits as specified in Airbus A330/ A340 Airworthiness Limitation Section (ALS) Part 1 cannot be exceeded.

(j) Parts Installation Limitation

As of the effective date of this AD, any affected MLG wheel axle repaired by MRO 1, MRO 2, or MRO 3 may be installed on an airplane, provided the MLG wheel axle is a serviceable part as defined in paragraph (g)(2) of this AD.

(k) Terminating Action for AD 2013–08–03

Accomplishing the inspection and replacement required by paragraphs (h) and (i) of this AD terminates all requirements of AD 2013–08–03.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, International Section, Transport Standards 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 International Section, send it to the attention of the person identified in paragraph (m)(2) of this AD. 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.

(2) *Contacting the Manufacturer*: 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 Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC)*: If any service information contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2018–0150, dated July 16, 2018, for related information. This MCAI may be found in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA–2018–0807.

(2) For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206–231–3229.

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

Internet: <http://www.airbus.com>. 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.

Issued in Des Moines, Washington, on April 8, 2019.

Michael J. Kaszycki,

Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2019–07386 Filed 4–12–19; 8:45 am]

BILLING CODE 4910–13–P

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

[Docket No. FAA–2019–0207; Product Identifier 2019–NE–02–AD]

RIN 2120–AA64

Airworthiness Directives; Safran Aerosystems Life Jackets

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for certain Safran Aerosystems (formerly Zodiac Aerospace Services) life jackets. This proposed AD was prompted by reports of defective welding on certain life jackets around the inflation system. This proposed AD would require removal and replacement of the affected life jackets. We are proposing this AD to address the unsafe condition on these products.

DATES: We must receive comments on this proposed AD by May 30, 2019.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

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

For service information identified in this NPRM, contact Zodiac Aerospace Services, 61 Rue Pierre Curie, CS20001, 78370 Plaisir Cedex, France; phone: + 33 1 61 34 23 23; fax: + 33 1 61 34 21

13; email: Technical.Retrofit@zodiac-aerospace.com; internet: <http://tpi.services.zodiac-aerospace.com>. You may view this service information at the FAA, Engine and Propeller Standards Branch, 1200 District Avenue, Burlington, MA, 01803. For information on the availability of this material at the FAA, call 781–238–7759.

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–2019–0207; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this NPRM, the mandatory continuing airworthiness information (MCAI), the regulatory evaluation, any comments received, and other information. The street address for Docket Operations (phone: 800–647–5527) is listed above. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Erin King, Aerospace Engineer, Boston ACO Branch, FAA, 1200 District Avenue, Burlington, MA, 01803; phone 781–238–7655; fax: 781–238–7199; email: erin.king@faa.gov.

SUPPLEMENTARY INFORMATION:**Comments Invited**

We invite you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the **ADDRESSES** section. Include “Docket No. FAA–2019–0207; Product Identifier 2019–NE–02–AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this NPRM. We will consider all comments received by the closing date and may amend this NPRM 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 NPRM.

Discussion

The European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA AD 2019–0010, dated January 23, 2019 (referred to after this as “the MCAI”), to address the unsafe condition on these products. The MCAI states:

Defective welding around the inflation system has been reportedly found on certain