[Federal Register, Volume 90 Number 98 (Thursday, May 22, 2025)]
[Rules and Regulations]
[Pages 21848-21851]
From the Federal Register Online via the Government Publishing Office [www.gpo.gov]
[FR Doc No: 2025-09225]

---

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

**[Docket No. FAA-2025-0197; Project Identifier MCAI-2024-00440-T; Amendment 39-23039; AD 2025-10-05]**

**RIN 2120-AA64**

# Airworthiness Directives; Airbus SAS Airplanes

## AGENCY:

Federal Aviation Administration (FAA), DOT.

## ACTION:

Final rule.

## SUMMARY:

The FAA is adopting a new airworthiness directive (AD) for all Airbus SAS Model A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -252N, -253N, -271N, -272N, -251NX, -252NX, -253NX, -271NX, and -272NX airplanes. This AD was prompted by the identification of an erroneous value of the main landing gear (MLG) tire width in the aircraft data files used for aircraft performance computation. This AD requires revising the existing airplane flight manual (AFM) to incorporate a complementary performance data file (CPDF) update 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 June 26, 2025.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of June 26, 2025.

## ADDRESSES:

*AD Docket:* You may examine the AD docket at *regulations.gov* under Docket No. FAA-2025-0197; 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 mandatory continuing airworthiness information (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.

*Material Incorporated by Reference:*

- For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email*ADs@easa.europa.eu*. You may find this material on the EASA website at *ad.easa.europa.eu*.
- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. It is also available at*regulations.gov* under Docket No. FAA-2025-0197.

## FOR FURTHER INFORMATION CONTACT:

Timothy Dowling, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3667; email: *timothy.p.dowling@faa.gov*.

## SUPPLEMENTARY INFORMATION:

### Background

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 A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -252N, -253N, -271N, -272N, -251NX, -252NX, -253NX, -271NX, and -272NX airplanes. The NPRM was published in the **Federal Register** on February 11, 2025 (90 FR 9291). The NPRM was prompted by AD 2024-0151, dated July 31, 2024, issued by EASA, which is the Technical Agent for the Member States of the European Union (EASA AD 2024-0151) (also referred to as the MCAI). The MCAI states an erroneous value of the MLG tire width has been identified in the aircraft data files used for aircraft performance computation. The MLG tire width is used for the calculation of performance on contaminated runways (water, slush, dry snow, and wet snow runway states), especially for drag modelling. An erroneous value of the MLG tire width, if not corrected, could result in the erroneous calculation of certain data, including, but not limited to, takeoff distance and accelerate stop distance, possibly leading to runway excursions.

In the NPRM, the FAA proposed to require revising the existing AFM to incorporate a CPDF update, as specified in EASA AD 2024-0151. The FAA is issuing this AD to address the unsafe condition on these products. You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA-2025-0197.

### Discussion of Final Airworthiness Directive

### Comments

The FAA received comments from United Airlines and the Air Lines Pilot Association, International, who supported the NPRM without change.

### Changes Made From the NPRM

Since the NPRM published, the FAA realized the language in the MCAI regarding the CPDF update may be confusing. As a result, the FAA added paragraph (h)(3) of this AD to clarify that this AD requires revising the AFM to include the updated CPDF pages.

The FAA also added paragraph (h)(4) of this AD to clarify that, in order to use a later AFM revision to comply with this AD, the content must be identical (not similar) to the information in the updated CPDF pages.

### Conclusion

These products have been approved by the civil aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, that authority has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA reviewed the relevant data, considered any comments received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on this product. Except for minor editorial changes, and any other changes described previously, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

### Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2024-0151. This material specifies procedures for revising the existing AFM to incorporate a CPDF update. 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 742 airplanes 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 |
|---|---|---|---|
| 1 work-hour × $85 per hour = $85 | $0 | $85 | $63,070 |

### 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

### 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:

**2025-10-05 Airbus SAS:** Amendment 39-23039; Docket No. FAA-2025-0197; Project Identifier MCAI-2024-00440-T.

### (a) Effective Date

This airworthiness directive (AD) is effective June 26, 2025.

### (b) Affected ADs

None.

### (c) Applicability

This AD applies to all Airbus SAS Model A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -252N, -253N, -271N, -272N, -251NX, -252NX, -253NX, -271NX, and -272NX airplanes, certificated in any category.

### (d) Subject

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

### (e) Unsafe Condition

This AD was prompted by the identification of an erroneous value of the main landing gear (MLG) tire width in the aircraft data files used for aircraft performance computation. The FAA is issuing this AD to correct an erroneous value of the MLG tire width used to calculate aircraft performance on a contaminated runway. This unsafe condition, if not corrected, could result in the erroneous calculation of certain data, including, but not limited to, takeoff distance and accelerate stop distance, possibly leading to runway excursions.

### (f) Compliance

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

### (g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2024-0151, dated July 31, 2024 (EASA AD 2024-0151).

### (h) Exceptions to EASA AD 2024-0151

(1) Where EASA AD 2024-0151 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where paragraph (1) of EASA AD 2024-0151 specifies to “inform all flight crews, and, thereafter, operate the aeroplane accordingly,” this AD does not require those actions as those actions are already required by existing FAA operating regulations (see 14 CFR 91.9, 14 CFR 91.505, and 14 CFR 121.137).

(3) Where paragraph (1) of EASA AD 2024-0151 specifies “implement the CPDF update in the AFM”, this AD requires replacing that text with “revise the existing AFM by incorporating the CPDF update”.

(4) Where paragraph (2) of EASA AD 2024-0151 specifies “which includes the same content as in the CPDF update”, this AD requires replacing that text with “which includes information identical to the information in the CPDF update”.

(5) This AD does not adopt the “Remarks” section of EASA AD 2024-0151.

### (i) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, AIR-520, Continued Operational Safety Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (j) of this AD and email to: *AMOC@faa.gov*. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, AIR-520, Continued Operational Safety Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC):* Except as required by paragraph (i)(2) of this AD, if any material 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.

### (j) Additional Information

For more information about this AD, contact Timothy Dowling, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3667; email: *timothy.p.dowling@faa.gov*.

### (k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2024-0151, dated July 31, 2024.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *ADs@easa.europa.eu*. You may find this material on the EASA website at *ad.easa.europa.eu*.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

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

Issued on May 9, 2025.

Peter A. White,

Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.

[FR Doc. 2025-09225 Filed 5-21-25; 8:45 am]

BILLING CODE 4910-13-P