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 49 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

§ 39.13 [Amended]

■ 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):


(a) Comments Due Date
We must receive comments by May 18, 2015.

(b) Affected ADs
None.

(c) Applicability
This AD applies to Bombardier, Inc. Model DHC–8–400, –401, and –402 airplanes, certificated in any category, serial numbers (S/N) 4001 through 4419 inclusive.

(d) Subject
Air Transport Association (ATA) of America Code 32, Landing Gear.

(e) Reason
This AD was prompted by a report of a main landing gear (MLG) parking brake becoming dislodged from its mounting bracket due to an improperly installed quick release pin of the hand pump lever. We are issuing this AD to prevent an unsecured lever from migrating from its stowed position, fouling against the MLG, and subsequently puncturing the nacelle structure, which could adversely affect the safe landing of the airplane.

(f) Compliance
Comply with this AD within the compliance times specified, unless already done.

(g) Incorporation of Modification Summary (ModSum) 4–113803
Within 3,000 flight hours or 18 months after the effective date of this AD, whichever occurs first: Incorporate Bombardier ModSum 4–113803 by removing the hand pump lever of the parking brake from the right-hand side nacelle, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84–32–118, dated April 8, 2014.

Note 1 to paragraph (g) of this AD: The hand pump lever of the parking brake may be re-installed at the operator’s discretion to the right-hand side equipment bay, by incorporating ModSum 4–113804 as specified in Bombardier Service Bulletin 84–32–119, dated June 14, 2013.

(h) Optional Installation
Incorporation of ModSum 4–113723 by re-locating the hand pump lever of the parking brake from the right-hand side nacelle to the right-hand side equipment bay, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84–32–99, Revision A, dated October 2, 2012, is acceptable for compliance with the modification specified in paragraph (g) of this AD, provided the incorporation of ModSum 4–113723 is done within the compliance time specified in paragraph (g) of this AD.

(i) Credit for Previous Actions
This paragraph provides credit for actions required by paragraph (b) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 84–32–99, dated January 26, 2012, which is not incorporated by reference in this AD.

(j) Other FAA AD Provisions
The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office (ACO), ANE–170, 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 ACO, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516–228–7300; fax 516–794–5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/ certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) Contacting the Manufacturer: 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, New York ACO, ANE–170, FAA; or Transport Canada Civil Aviation (TCCA); or Bombardier, Inc.’s TCCA Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(k) Related Information

(2) For service information identified in this AD, contact Bombardier, Inc., Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y5, Canada; telephone 416–375–4000; fax 416–375–4539; email thd.geseries@aero.bombardier.com; Internet http://www.bombardier.com. You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221. Issued in Renton, Washington, on March 19, 2015.


Issued in Renton, Washington, on March 19, 2015.

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for all The Boeing Company Model 737–600, –700, –700C, –800, –900, and –900ER series airplanes. This proposed AD was prompted by a determination that a repetitive test is needed to inspect the components on airplanes equipped with a certain air distribution system configuration. This proposed AD would require doing repetitive testing for correct operation of the equipment cooling system and low pressure environmental control system, and corrective actions if necessary. We are proposing this AD to detect and correct latent failures of the equipment cooling system and low pressure environmental control system, which could result in smoke in the flight deck and possible loss of aircraft control.
DATES: We must receive comments on this proposed AD by May 18, 2015.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.33 and 11.35, 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.


• 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 proposed AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H–65, Seattle, WA 98124–2207; telephone 206–544–5000; extension 1; fax 206–766–5680; Internet https://www.myboeingfleet.com. You may view this referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221. It is also available on the Internet at http://www.regulations.gov for locating Docket No. FAA–2015–0681.

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–2015–0681; 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 proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (phone: 800–647–5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT:

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–2015–0681; Directorate Identifier 2014–NM–201–AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this proposed AD because of those comments.

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

Discussion
We received a report indicating that a repetitive test is needed for inspection of the components on airplanes equipped with the environmental control system that was reconfigured using Boeing Special Attention Service Bulletin 737–26–1122, Revision 1, dated August 13, 2009. Boeing Special Attention Service Bulletin 737–26–1122, Revision 1, dated August 13, 2009, provided procedures for installing relays and diodes to the J24 junction box assembly and making wiring changes to the environmental control system. Without the repetitive test, failures of components could possibly be latent for extended periods. A cargo fire event, in conjunction with a latent failure of the air distribution system, can possibly result in smoke penetration into occupied areas. This condition, if not corrected, could result in smoke in the flight deck and possible loss of aircraft control.

Related Service Information Under 1 CFR Part 51
We reviewed Boeing Alert Service Bulletin 737–26A1137, dated May 22, 2014. The service information describes procedures for repetitive testing for correct operation of the reconfigured equipment cooling system and low pressure environmental control system. Refer to this service information for information on the procedures and compliance times.

Boeing Alert Service Bulletin 737–26A1137, dated May 22, 2014, specifies, for certain airplanes, prior or concurrent accomplishment of Boeing Special Attention 737–26–1122, Revision 1, dated August 13, 2009. Boeing Special Attention 737–26–1122, Revision 1, dated August 13, 2009, describes procedures for installing relays and diodes to the J24 junction box assembly and making wiring changes to the environmental control system.

This service information is reasonably available; see ADDRESSES for ways to access this service information.

FAA’s Determination
We are proposing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Proposed AD Requirements
This proposed AD would require accomplishing the actions specified in the service information described previously.

The phrase “corrective actions” is used in this proposed AD. “Corrective actions” are actions that correct or address any condition found. Corrective actions in an AD could include, for example, repairs.

Explanation of Required for Compliance (RC) Steps in Service Information

The FAA worked in conjunction with industry, under the Airworthiness Directives Implementation Aviation Rulemaking Committee (ARC), to enhance the AD system. One enhancement was a new process for annotating which steps in the service information are required for compliance with an AD. Differentiating these steps from other tasks in the service information is expected to improve an owner’s/operator’s understanding of crucial AD requirements and help provide consistent judgment in AD compliance. The steps identified as RC (required for compliance) in any service information identified previously have a direct effect on detecting, preventing, resolving, or eliminating an identified unsafe condition.

Steps that are identified as RC in any service information must be done to comply with the proposed AD. However, steps that are not identified as RC are recommended. Those steps 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 alternative method of compliance (AMOC), provided the steps identified as RC can be done and the airplane can be put back in a serviceable condition. Any substitutions or changes to steps identified as RC will require approval of an AMOC.
Costs of Compliance

We estimate that this proposed AD affects 1,372 airplanes of U.S. registry.

We estimate the following costs to comply with this proposed AD:

<table>
<thead>
<tr>
<th>Action</th>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Cost per product</th>
<th>Cost on U.S. operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operational Test</td>
<td>4 work-hours $85 per hour = $340 per operation test cycle.</td>
<td>$0</td>
<td>$340 per operation test cycle</td>
<td>$466,480 per operation test cycle</td>
</tr>
</tbody>
</table>

We estimate the following costs to do any necessary isolation and replacements that would be required based on the results of the proposed inspection. We have no way of determining the number of aircraft that might need these replacements:

<table>
<thead>
<tr>
<th>Action</th>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Cost per product</th>
</tr>
</thead>
<tbody>
<tr>
<td>Perform system fault isolation and replace faulty component.</td>
<td>10 work-hours $85 per hour = $850</td>
<td>$0</td>
<td>$850</td>
</tr>
</tbody>
</table>

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency’s authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: “General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We determined that this 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

§ 39.13 [Amended]

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):


(a) Comments Due Date

We must receive comments by May 18, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all The Boeing Company Model 737–600, –700, –700C, –800, –900, and –900ER series airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 2120, Air Distribution System.

(e) Unsafe Condition

This AD was prompted by a determination that a maintenance procedure is needed to inspect the components on airplanes equipped with a certain air distribution system. We are issuing this AD to detect and correct latent failures of the equipment cooling system and low pressure environmental control system, which could result in smoke in the flight deck and possible loss of aircraft control.

(f) Compliance

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

(g) Operational Test and Corrective Action

At the applicable times identified in paragraph 1.E., “Compliance,” of Boeing Alert Service Bulletin 737–26A1137, dated May 22, 2014, except as required by paragraph (i) of this AD: Do a test for correct operation of the smoke clearance mode of the equipment cooling system and low pressure environmental control system, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737–26A1137, dated May 22, 2014. Do all applicable corrective actions before further flight. Repeat the test for correct operation of the smoke clearance mode of the equipment cooling system and low pressure environmental control system thereafter at intervals not to exceed 9,000 flight cycles.
DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

23 CFR Part 515
[FHWA Docket No. FHWA–2013–0052]

RIN 2125–AF57

Asset Management Plan

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of proposed rulemaking; extension of comment period.

SUMMARY: The FHWA is extending the comment period for a notice of proposed rulemaking (NPRM) and request for comments, which was published on February 20, 2015, at 80 FR 9231. The original comment period set is close on April 21, 2015. The extension is based on comments expressed by the American Association of State Highway and Transportation Officials (AASHTO) that the April 21 closing date does not provide sufficient time to review and provide comprehensive comments. The FHWA recognizes that others interested in commenting may have similar concerns and agrees that the comment period should be extended. Therefore, the closing date for comments is changed to May 29, 2015, which will provide AASHTO and others interested in commenting additional time to discuss, evaluate, and submit responses to the docket.

DATES: The comment period for the proposed rule published on February 20, 2015, at 80 FR 9231, is extended. Comments must be received on or before May 29, 2015.

ADDRESSES: Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, 200–366–1336, 1200 New Jersey Avenue SE., Washington, DC 20590. Office hours are from 8:00 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Electronic Access and Filing

You may submit or access all comments received by DOT online through: http://www.regulations.gov. Electronic submission and retrieval help is available on the Web site. It is available 24 hours each day, 365 days each year. Please follow the instructions. An electronic copy of this document may also be downloaded from the Federal Register’s home page at: http://www.federalregister.gov.

Background

Section 119 of title 23, U.S.C., requires the Secretary to establish a process that States DOTs would use to develop a State asset management plan. On February 20, 2015, FHWA published in the Federal Register an NPRM proposing to establish a process for the development of a State asset management plan to improve or preserve the condition of the assets and the performance of the National Highway System as they relate to physical assets. State asset management plans must include strategies leading to a program of projects that would: (1) Make progress toward achievement of the State targets for asset condition and performance of the NHS in accordance with 23 U.S.C. 150(d), and (2) support progress toward the achievement of the national goals identified in 23 U.S.C. 150(b). The development and implementation of an asset management plan is an important