Assistant to the President and Chief of Staff entitle “regulatory Freeze Pending Review”. FNS is delaying the effective dates by 60 days and extending the comment period by 30 days for this rule as noted under the DATES section to ensure that the public has sufficient time to review and comment on the rule.

The January 6, 2017 rule amends the SNAP regulations to: Exclude military combat pay from the income of SNAP households; raise the minimum standard deduction and the minimum benefit for small households; eliminate the cap on the deduction for dependent care expenses; index resource limits to inflation; exclude retirement and education accounts from countable resources; clarify reporting requirements under simplified reporting; permit States to provide transitional benefits to households leaving State-funded cash assistance programs; allow States to establish telephonic and gestured signature systems; permit States to use E&T funds to provide job retention services; and update requirements regarding the E&T funding cycle. These provisions are intended to more accurately reflect needs, reduce barriers to participation, and improve efficiency in the administration of the program. This rule also replaces outdated language in SNAP certification regulations with the new program name and updates procedures for accessing SNAP benefits in drug and alcohol treatment centers and group living arrangements with use of electronic benefit transfer (EBT) cards. This rule provides States with regulatory options for conducting telephone interviews in lieu of face-to-face interviews and for averaging student work hours.

Finally, the Department issued a portion of the rule as an interim final rule (with a request for additional comment) that will require that drug and alcohol treatment and group living arrangements (GLA) centers to: Submit completed change report forms to the State agency when a resident leaves the center; notify the State agency within 5 days when the center is not able to provide the resident with their EBT card at departure; and return EBT cards to residents with pro-rated benefits based on the date of their departure.

To the extent that 5 U.S.C. 553(b)(A) applies to this action, it is exempt from notice and comment rulemaking for good cause and for reasons cited above, FNS finds that notice and solicitation of comment regarding the brief extension of the effective dates and comment period are impracticable, unnecessary, or contrary to the public interest pursuant to 5 U.S.C. 553(b)(B). FNS believes that affected parties need to be informed as soon as possible of the extensions and their length.

Dated: February 8, 2017.

Jessica Shahin,
Acting Administrator, Food and Nutrition Service.

[FR Doc. 2017–03337 Filed 2–17–17; 8:45 am]
BILLING CODE 3410–30–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Airworthiness Directives; The Boeing Company Airplanes]

AIRWORTHINESS DIRECTIVES; THE BOEING COMPANY AIRPLANES

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for all The Boeing Company Model 737–300, –400, and –500 series airplanes. This AD was prompted by reports of intergranular cracks on the front spar chord lugs of the outboard horizontal stabilizer. This AD requires repetitive inspections of the front spar chord lugs and lug bores of the horizontal stabilizer, and repair if necessary. We are issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective March 28, 2017.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of March 28, 2017.


Examine 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–2016–6426; 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 the Docket Office (phone: 800–647–5527) 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:

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all The Boeing Company Model 737–300, –400, and –500 series airplanes. The NPRM published in the Federal Register on May 10, 2016 (81 FR 28774) (“the NPRM”). The NPRM was prompted by reports of intergranular cracks on the front spar chord lugs of the outboard horizontal stabilizer. The NPRM proposed to require repetitive inspections of the front spar chord lugs and lug bores of the horizontal stabilizer, and repair if necessary. We are issuing this AD to detect and correct cracking of the front spar chord lugs of the horizontal stabilizer. Such cracking could cause stabilizer instability, adversely affect controllability of the airplane, and adversely affect the structural integrity of the airplane.

Comments

We gave the public the opportunity to participate in developing this AD. The following presents the comments received on the NPRM and the FAA’s response to each comment.

Support for the NPRM

Boeing had no objection to the NPRM.

Effect of Winglets on Accomplishment of the Proposed Actions

Aviation Partners Boeing stated that accomplishing Supplemental Type
Certificate (STC) ST01219SE does not affect the ability to accomplish the actions specified in the proposed AD. We concur with the commenter. We have redesignated paragraph (c) of the proposed AD as paragraph (c)(1) and added paragraph (c)(2) to this AD to state that installation of STC ST01219SE does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01219SE is installed, a “change in product” alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17.

Request To Revise Compliance Time

All Nippon Airways (ANA) requested that we revise paragraph (i) of the proposed AD to provide a grace period of 27 months after the effective date of the AD in which to accomplish the initial inspection on horizontal stabilizers, including replacement horizontal stabilizers. ANA stated that these revisions would reduce the burden on operators. ANA proposed new, complex language for paragraph (i) of the proposed AD that would incorporate their proposal. We partially agree. We agree that the 27-month after the effective date of this AD grace period applies to replacement horizontal stabilizers. However, we do not agree to add a grace period of 27 months to paragraph (i) of this AD or to incorporate ANA’s proposed language. We have revised paragraph (i) of this AD to clarify the provisions to address ANA’s concern and to align more closely with the language used in similar ADs.

The compliance time in paragraph (g) of this AD applies to all horizontal stabilizers, including those installed after the effective date of this AD. Because the unsafe condition is related to corrosion, the compliance times in this AD are measured in months. Therefore, time accumulated on a horizontal stabilizer on and off an airplane applies to the initial compliance time and the repetitive inspection interval. A horizontal stabilizer that is off the airplane when the next inspection is due is not required to be inspected until it is ready to be installed on the airplane.

Conclusion

We reviewed the relevant data, considered the comments received, and determined that air safety and the public interest require adopting this AD with the changes described previously and minor editorial changes. We have determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

We also determined that these changes will not increase the economic burden on any operator or increase the scope of this AD.

Related Service Information Under 1 CFR Part 51

We reviewed Boeing Alert Service Bulletin 737–55A1092, dated August 7, 2015. The service information describes procedures for inspections for corrosion and cracking of the front spar chord lugs of the horizontal stabilizer, and inspections for corrosion of the lug bores. 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 ADDRESSSES section.

Costs of Compliance

We estimate that this AD affects 346 airplanes of U.S. registry.

We estimate the following costs to comply with this AD:

### ESTIMATED COSTS

<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>Inspections</td>
<td>14 work-hours × $85 per hour = $1,190 per inspection cycle.</td>
<td>$0</td>
<td>$1,190 per inspection cycle.</td>
<td>$411,740 per inspection cycle.</td>
</tr>
</tbody>
</table>

We have reviewed the relevant data, considered the comments received, and determined that air safety and the public interest require adopting this AD with the changes described previously and minor editorial changes. We have determined that these minor changes under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

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

Adoption of the Amendment

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

PART 39—AIRWORTHINESS DIRECTIVES

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

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

§ 39.13 [Amended]

2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):
2017–02–12 The Boeing Company:
Amendment 39–18791; Docket No.
FAA–2016–6426; Directorate Identifier
2016–NM–023–AD.

(a) Effective Date
This AD is effective March 28, 2017.

(b) Affected ADs
None.

(c) Applicability
(1) This AD applies to all The Boeing
Company Model 737–300, –400, and –500
series airplanes, certificated in any category.
(2) Installation of Supplemental Type
Certificate (STC) ST01219SE [http://
reg.faa.gov/Regulatory_and_Guidance_
Library/rgstc.nsf/0/ebd1ecce3b301293e86257cb30045557a/$FILE/
ST01219SE.pdf] does not affect the ability to
accomplish the actions required by this AD.
Therefore, for airplanes on which STC
ST01219SE is installed, a “change in product” alternative method of compliance
(AMOCs) approval request is not necessary to
comply with the requirements of 14 CFR
39.17.

(d) Subject
Air Transport Association (ATA) of
America Code 55, Stabilizers.

(e) Unsafe Condition
This AD was prompted by reports of
intergranular cracks on the front spar chord
lugs of the outboard horizontal stabilizer. We
are issuing this AD to detect and correct
intergranular cracks on the front spar chord
lugs of the horizontal stabilizers. Such cracking
could cause stabilizer instability, adversely affect
controllability of the airplane, and adversely affect the structural integrity of the airplane.

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

(g) Repetitive Inspections and Repairs
Within 27 months after the effective date
of this AD: Do the actions required by
paragraphs (g)(1) and (g)(2) of this AD, and
do all applicable repairs, in accordance with the
Accomplishment Instructions of Boeing
Alert Service Bulletin 737–55A1092, dated
August 7, 2015, except as required by
paragraph (h) of this AD.

(i) Parts Installation Limitation
As of the effective date of this AD: A
horizontal stabilizer may be installed on any
airplane, provided all applicable actions
required by the introductory text of
paragraph (g) and paragraphs (g)(1) and (g)(2)
of this AD are done within the compliance
times specified in the introductory text of
paragraph (g) of this AD, and in accordance
with the Accomplishment Instructions of
Boeing Alert Service Bulletin 737–55A1092,
dated August 7, 2015, except as required by
paragraph (h) of this AD.

(j) Alternative Methods of Compliance
(AMOCs)
(1) The Manager, Los Angeles Aircraft
Certification Office (ACO), 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 ACO, send it to the
attention of the person identified in
paragraph (k) of this AD. Information may be
eailed to: 9-ANM-LAACO-ACO-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
Commercial Airplanes Organization
Designation Authorization (ODA) that has
been authorized by the Manager, Los Angeles
ACO, to make those findings. To be
approved, the repair method, modification
development, or alteration development must
meet the certification basis of the airplane, and
the approval must specifically refer to this AD.
(4) Except as required by paragraph (h) of
this AD: For service information that
contains steps that are labeled as RC, the
provisions of paragraphs (j)(4)(i) and (j)(4)(ii)
of this AD apply.
(i) The steps labeled as RC, including
substeps under an RC step and any figures
identified in an RC step, must be done to
comply with the AD. If a step or substep is
labeled “RC Exempt,” then the RC
requirement is removed from that step or
substep. An AMOC is required for any
deviations to RC steps, including substeps and
identified figures. If still done as specified, and the airplane
can be put back in an airworthy condition.

(k) Related Information
For more information about this AD,
contact Payman Soltani, Aerospace Engineer,
Airframe Branch, ANM–120L, FAA, Los
Angeles ACO, 3960 Paramount Boulevard,
Lakewood, CA 90712–4137; phone: 562–627–
5313; fax: 562–627–5210; email:
Payman.Soltani@faa.gov.

(l) Material Incorporated by Reference
(1) The Director of the Federal Register
approved the incorporation by reference
(IBR) of the service information listed in this
paragraph under 5 U.S.C. 552(a) and 1 CFR
part 51.
(2) You must use this service information
as applicable to do the actions required by
this AD, unless the AD specifies otherwise.
(i) Boeing Alert Service Bulletin 737–
55A1092, dated August 7, 2015.
(ii) Reserved.
(3) For Boeing service information
identified in this 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://
(4) You may view this service information
at 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.
(5) You may view this service information
that is incorporated by reference at the
National Archives and Records
Administration (NARA). For information on
the availability of this material at NARA, call
202–741–6030, or go to: http://
www.archives.gov/federal-register/cfr/ibr-
locations.html.

Issued in Renton, Washington, on January
17, 2017.

Michael Kaszycki,
Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.

[FR Doc. 2017–01825 Filed 2–17–17; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39
[Docket No. FAA–2016–9066; Directorate
Identifier 2014–NM–113–AD; Amendment
39–18800; AD 2017–04–05]

RIN 2120–AA64

Airworthiness Directives; Airbus
Airplanes

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

ACTION: Final rule.

SUMMARY: We are superseding
Airworthiness Directive (AD) 2011–10–
17 for all Airbus Model A300 and A310
series airplanes, and Model A300 B4–
600, B4–600R, and F4–600R series
airplanes, and Model C4–605R Variant F