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, certified in any category.
(2) Installation of Supplemental Type
Certificate (STC) ST01219SE [http://
reg.faa.gov/Regulatory_and_Guidance_ Library/rgstc.nsf/0/ebd1ecc7b301293e868257cb30045557c/SFILE/
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 (AMOC) 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
the cracks, which 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.

(h) Service Information Exception
Where Boeing Alert Service Bulletin 737–
55A1092, dated August 7, 2015, specifies to
contact Boeing for appropriate action, and
specifies that action as “RC”, (Required for
Compliance): Before further flight, repair
using a method approved in accordance with
the procedures specified in paragraph (j) 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
emailed to: 9-AMN-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
deviation, or alteration deviation 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 (i)(4)(ii) and (i)(j)(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.
(ii) Steps not labeled 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 RC steps,
including substeps and identified figures, can
still be 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/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

[Doct 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
airplanes (collectively called A300–600 series airplanes). AD 2011–10–17 required revising the maintenance program by incorporating certain airworthiness limitation items (ALIs). This AD requires revising the maintenance or inspection program, as applicable, to incorporate new or revised structural inspection requirements. This AD also removes Model A310 and A300–600 series airplanes from the applicability. This AD was prompted by a revision of certain ALI documents, which specify more restrictive instructions and/or airworthiness limitations. 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.

The Director of the Federal Register approved the incorporation by reference of a certain other publication listed in this AD as at June 17, 2011 (76 FR 27875, May 13, 2011).

ADDRESSES: For service information identified in this final rule, contact Airbus SAS, Airworthiness Office—EAW, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas-airbus.com; Internet: http://www.airbus.com; website: www.airbus.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.

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 by searching for and locating Docket No. FAA–2016–9066.

Examsing 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–2016–9066; 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 (telephone 800–647–5527) is Docket Management Facility, U.S. Department of Transportation, Docket Operations, 400–4–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590.


SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2011–10–17, Amendment 39–16698 (76 FR 27875, May 13, 2011) (“AD 2011–10–17”). AD 2011–10–17 applied to all Airbus Model A300 and A310 series airplanes, and Model A300 B4–600, B4–600R, and F4–600R series airplanes, and Model A300 C4–605R Variant F airplanes (collectively called Model A300–600 series airplanes). The NPRM published in the Federal Register on September 12, 2016 (81 FR 62679). The NPRM was prompted by a revision of certain ALI documents, which specify more restrictive instructions and/or airworthiness limitations. The NPRM proposed to require revising the maintenance or inspection program, as applicable, to incorporate new or revised structural inspection requirements. The NPRM also proposed to remove Model A310 and A300–600 series airplanes from the applicability. We are issuing this AD to detect and correct fatigue cracking, damage, and corrosion in certain structure; such fatigue cracking, damage, and corrosion could result in reduced structural integrity of the airplane.


The unsafe condition is fatigue cracking, damage, or corrosion in certain structure (principal structural elements), which could result in reduced structural integrity of the airplane. 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–2016–9066.

Comments

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

Request To Revise MCAI Reference

Airbus requested that we reference the correct MCAI in paragraph (k) of the proposed AD, which is EASA Airworthiness Directive 2015–0115, dated June 23, 2015.

We agree with the commenter’s request. We have confirmed that EASA Airworthiness Directive 2015–0115, dated June 23, 2015, is the MCAI that should be referenced in this AD. We have revised this AD accordingly.

Conclusion

We reviewed the available data, including the comment received, and determined that air safety and the public interest require adopting this AD with the change described previously and minor editorial changes. We have determined that these 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.

Related Service Information Under 1 CFR Part 51

Airbus has issued Airbus A300 Airworthiness Limitations Section, Part 2—Damage-Tolerant Airworthiness Limitation Items (DT ALIs), Revision 02, dated October 3, 2014. This service information describes airworthiness limitations applicable to the DT ALIs.

This service information is reasonably available because the interested parties have access to it through their normal
Costs of Compliance

We estimate that this AD affects 11 airplanes of U.S. registry. The actions required by AD 2011–10–17 and retained in this AD take about 1 work-hour per product, at an average labor rate of $85 per work-hour. Based on these figures, the estimated cost of the actions that were required by AD 2011–10–17 is $85 per product.

We also estimate that it would take about 1 work-hour per product to comply with the basic requirements of this AD. The average labor rate is $85 per work-hour. Based on these figures, we estimate the cost of this AD on U.S. operators to be $935, or $85 per product.

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 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. 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.

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

§ 39.13 [Amended]

2. The FAA amends § 39.13 by removing Airworthiness Directive (AD) 2011–10–17, Amendment 39–16698 (76 FR 27785, May 13, 2011), and adding the following new AD:


(a) Effective Date

This AD is effective March 28, 2017.

(b) Affected ADs


(c) Applicability


(d) Subject

Air Transport Association (ATA) of America Codes 52, Doors; 53, Fuselage; 54, Nacelles/pylons; 55, Stabilizers; and 57, Wings.

(e) Reason

This AD was prompted by a revision of certain airworthiness limitations item (ALI) documents, which specify more restrictive instructions and/or airworthiness limitations. We are issuing this AD to detect and correct fatigue cracking, damage, and corrosion in certain structure; such fatigue cracking, damage, and corrosion could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Retained Revision of the Maintenance Program, With Changes

This paragraph restates the requirements of paragraph (s) of AD 2011–10–17, with changes. Within 3 months after June 17, 2011 (the effective date of AD 2011–10–17), revise the maintenance program to incorporate the structural inspections and inspection intervals defined in the Airbus A300 ALI Document AI/SE–M2/95A.1308/07, Issue 4, dated June 2008. Thereafter, except as required by paragraph (h) of this AD and except as provided by paragraph (j)(1) of this AD, no alternative structural inspections or inspection intervals may be approved. The initial ALI tasks must be done at the times specified in Airbus A300 ALI Document AI/SE–M2/95A.1308/07, Issue 4, dated June 2008.

(h) New Requirement of This AD: Maintenance or Inspection Program Revision

Within 3 months the effective date of this AD: Revise the maintenance program or inspection program, as applicable, to incorporate the structural inspections and inspection intervals defined in Airbus A300 Airworthiness Limitations Section (ALS), Part 2—Damage-Tolerant Airworthiness Limitation Items, Revision 02, dated October 3, 2014. The initial compliance times for the ALI tasks identified in Airbus A300 ALS, Part 2—Damage-Tolerant Airworthiness Limitation Items, Revision 02, dated October 3, 2014, are at the applicable times specified in Airbus A300 ALS, Part 2—Damage-Tolerant Airworthiness Limitation Items, Revision 02, dated October 3, 2014, or within 3 months after the effective date of this AD, whichever occurs later. Accomplishing the applicable initial ALI tasks constitutes terminating action for the requirements of paragraphs (g) of this AD for that airplane only.

(i) No Alternative Actions or Intervals

After the maintenance or inspection program has been revised as required by paragraph (h) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (j)(1) of this AD.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM–116, Transport Airplane Directorate, 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 Branch, send it to ATTN: Dan Rodina, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057–3356; telephone 425–227–2125; fax 425–227–1149. Information may be emailed to: 9-AMN-116-AMOC-REQUESTS@faa.gov.

(i) 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. (ii) AMOCs approved previously for AD 2011–10–17 are approved as AMOCs for the corresponding provisions of this AD.

(2) Contacting the Manufacturer: As of the effective date of this AD, 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 Branch, ANM–116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Airbus’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(k) Related Information


(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 this AD specifies otherwise.

(3) The following service information was approved for IBR on March 28, 2017.

(i) Airbus A300 Airworthiness Limitations Section, Part 2—Damage-Tolerant Airworthiness Limitation Items, Revision 02, dated October 3, 2014.

(ii) Reserved.

(4) The following service information was approved for IBR on June 17, 2011 (76 FR 27875, May 13, 2011).


(ii) Reserved.

(5) For service information identified in this AD, contact Airbus SAS, Airworthiness Office—EAW, 1 Rond Point Maurice Bellonte, 31070 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; Internet http://www.airbus.com.

(6) 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 425–227–1211.

(7) 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 24, 2017.

Dionne Palermo,

Acting Manager,

Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2017–03021 Filed 2–17–17; 8:45 am]

BILLING CODE 4910–13–P

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: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain The Boeing Company Model 757 airplanes. This AD was prompted by reports of single and multiple uncommanded spoiler panel extensions during flight when there was a hydraulic system failure. This AD requires replacing certain spoiler power control units (PCUs) with new or changed PCUs. 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.


Examining the AD Docket


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 certain The Boeing Company Model 757 airplanes. The NPRM published in the Federal Register on September 22, 2016 (81 FR 65307) (“the NPRM”). The NPRM was prompted by reports of single and multiple uncommanded spoiler panel extensions during flight. The condition known as “spoiler panel float” occurred when there was a hydraulic system pressure loss. When the flaps were extended beyond 20 degrees the spoiler panel float became severe enough to adversely impact airplane control. The NPRM proposed to require replacing certain spoiler PCUs with new or changed PCUs. We are issuing this AD to prevent an uncommanded extension of multiple spoiler panels on one wing, in the event of a hydraulic system failure, which could result in the loss of control 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

United Airlines expressed support for the NPRM.

Request To Revise Applicability

MOOG Commercial Aircraft Group (MOOG) requested that we revise the applicability to include Boeing Model