DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Pilatus Aircraft Ltd. Airplanes

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

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for Pilatus Aircraft Ltd. Models PC–6, PC–6–H1, PC–6–H2, PC–6/350, PC–6/350–H1, PC–6/350–H2, PC–6/A, PC–6/A–H1, PC–6/A–H2, PC–6/B–H2, PC–6/B1–H2, PC–6/B–H2, PC–6/B2–H2, PC–6/B2–H4, PC–6/C–H2, and PC–6/C1–H2 airplanes. This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as certain combinations of the aileron counterweight and the attaching parts possibly resulting in reduced thread engagement and leading to disconnection of the aileron counterweight from the aileron. We are issuing this AD to require actions to address the unsafe condition on these products.

DATES: This AD is effective April 7, 2017.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of April 7, 2017.


For service information identified in this AD 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: continued.airworthiness-wb.external@airbus.com; Internet: http://www.airbus.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.

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 February 16, 2017.

Thomas Groves, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2017–03951 Filed 3–2–17; 8:45 am]

BILLING CODE 4910–13–P
determined that air safety and the
public interest require adopting the AD
as proposed except for 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.

Related Service Information Under 1
CFR Part 51

Pilatus Aircraft Ltd. has issued Pilatus
PC–6 Service Bulletin No. 57–006, dated
May 13, 2016. The service information
describes procedures for removal,
installation, and inspection of the
ailerons, aileron balance tabs, and the
aileron counterweights and their
attaching parts. 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 of this document.

Costs of Compliance

We estimate that this AD will affect
30 products of U.S. registry. We also
estimate that it would take about 2
work-hours per product to comply with the
basic requirements of this AD. The
average labor rate is $85 per work-hour.
Required parts would cost about $100
per product.

Based on these figures, we estimate the
cost of this AD on U.S. operators to be
$8,100, or $270 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 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.

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–2016–
9357; 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 NPRM, the
regulatory evaluation, any comments
received, and other information. The
street address for the Docket Office
(telephone (800) 647–5527) is in the
ADDRESSES section.

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 AD:

2017–04–03 Pilatus Aircraft Limited:
Amendment 39–18798; Docket No.
FAA–2016–9357; Directorate Identifier
2016–CE–030–AD.

(a) Effective Date

This airworthiness directive (AD) becomes
effective April 7, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to PILATUS Models PC–
6, PC–6–H1, PC–6–H2, PC–6–350, PC–6–350–
H1, PC–6–350–H2, PC–6/A, PC–6/A–H1, PC–
C1–H2 airplanes, all manufacturer serial
numbers (MSN), including MSN 2001
through 2092, certificated in any category.

Note 1 of paragraph (c) of this AD: For
MSN 2001–2092, these airplanes are also
identified as Fairchild Republic Company
PC–6 airplanes, Fairchild Industries PC–6
airplanes, Fairchild Heli Porter PC–6
airplanes, or Fairchild-Hiller Corporation
PC–6 airplanes.

(d) Subject

Air Transport Association of America
(ATA) Code 57: Wings.

(e) Reason

This AD was prompted by mandatory
continuing airworthiness information
(MCAI) originated by an aviation authority of another
country to identify and correct an unsafe
condition on an aviation product. The MCAI
describes the unsafe condition as certain
combinations of the aileron counterweight
and the attaching parts possibly resulting in
reduced thread engagement and leading to
disconnection of the aileron counterweight
from the aileron. We are issuing this AD to
prevent disconnection of the aileron
counterweight from the aileron, which could
result in loss of control.

(f) Actions and Compliance

Unless already done, do the following
actions as specified in paragraphs (f)(1) and
(2) of this AD:

1. Within the next 12 months after April
   7, 2017 (the effective date of this AD) or the
   next time the ailerons or aileron
counterweights are removed or installed,
   whichever occurs first, and thereafter
   anytime the ailerons or aileron
counterweights are removed or installed,
   remove each aileron counterweight to inspect
   the type and number of washers required for
   the installation of a counterweight on each
   aileron following the accomplishment
   instructions of paragraphs 3.B.(2) and 3.B.(3)
   of Pilatus PC–6 Service Bulletin (SB) No. 57–
   006, dated May 13, 2016.

2. Before further flight after the inspection
   required by paragraph (f)(1) of this AD,
   reinstall each aileron counterweight on the
   airplane following the accomplishment
   instructions of paragraph 3.B.(3) of Pilatus
   PC–6 Service Bulletin (SB) No. 57–006,
dated May 13, 2016.

(g) Other FAA AD Provisions

The following provisions also apply to this
AD:

1. Alternative Methods of Compliance
   (AMOCs): The Manager, Standards Office,
   FAA, has the authority to approve AMOCs
   for this AD, if requested using the procedures
   found in 14 CFR 39.19. Send information to
   ATTN: Doug Rudolph, Aerospace Engineer,
   FAA, Small Airplane Directorate, 901 Locust,
   Room 301, Kansas City, Missouri 64106.
DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Airbus Airplanes

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

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain Airbus Model A318–112 airplanes; Model A319–111, –112, –115, –132, and –133 airplanes; Model A320–214, –232, and –233 airplanes; and Model A321–211, –212, –213, –231, and –232 airplanes. This AD was prompted by a quality control review on the final assembly line, which determined that the wrong aluminum alloy was used to manufacture several structural parts. This AD requires a one-time eddy current conductivity measurement of certain cabin and cargo compartment structural parts to determine if an incorrect aluminum alloy was used, and replacement if necessary. We are issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective April 7, 2017.

The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this AD as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Related Information

Refer to MCAI EASA AD No.: 2016–0183, dated September 13, 2016, for related information. The MICA can be found in the AD docket on the Internet at: https://www.regulations.gov/document?D=FAA-2016-9357-0002.

(ii) 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.


(ii) Reserved.

(3) For Pilatus Aircraft Ltd. service information identified in this AD, contact Pilatus Aircraft Ltd., Customer Technical Support (MCC), P.O. Box 992, CH–6371 Stans, Switzerland; phone: +41 (0)41 619 3333; fax: +41 (0)41 619 7311; email: supportPC12@pilatus-aircraft.com; Internet: http://www.pilatus-aircraft.com.

(4) You may review this referenced service information on the Internet at the FAA, Small Airplane Airworthiness Office, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329–4148. In addition, you can access this service information on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA–2016–9357.

(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 Kansas City, Missouri on February 8, 2016.

Robert Rusto,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2017–03719 Filed 3–2–17; 8:45 am]

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