The Administrator of the Federal Aviation Administration (FAA) has issued an Airworthiness Directive (AD) for certain Airbus Model A321–111, –112, –131, –211, –212, –231, and –232 airplanes to address the unsafe condition of the left-hand side (LHS) and right-hand side (RHS) equipment racks.

**Subject**
Air Transport Association (ATA) of America Code 25, Equipment/Furnishings.

**Reason**
This AD was prompted by a report that the LHS and RHS equipment racks were not designed to support the actual weight of all the equipment and the secondary direct current power centers under all loading conditions.

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

**Modification of the Equipment Racks**
Within 90 months after the effective date of this AD, do the modification required by paragraph (g)(1) or (g)(2) of this AD, as applicable.

1. For airplanes having S/Ns 20003 through 20500 inclusive: Modify the equipment racks having part numbers (P/Ns) K1000070316–003 (LHS) and K1000070316–004 (RHS), in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 100–25–39, dated October 26, 2015.

2. For airplanes having S/Ns 20501 through 20532 inclusive: Modify the equipment rack having P/N K1000070316–004 (RHS only), in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 350–25–002, dated October 26, 2015.

**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 New York 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 516–794–5331. 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.

2. **Contacting the Manufacturer:** For any requirements 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.

**Related Information**
3. 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.

**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. For more information about this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone: 514–855–5000; fax: 514–855–7401; email: thd.crj@ aero.bombardier.com; Internet http:// www.bombardier.com.

3. For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone: 514–855–5000; fax: 514–855–7401; email: thd.crj@ aero.bombardier.com; Internet http:// www.bombardier.com.

4. 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.

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 202–741–6036, or go to http:// archives.gov/federal-register/cfr/ibr- locations.html.

Issued in Renton, Washington, on June 5, 2017.

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

[FR Doc. 2017–12169 Filed 6–14–17; 8:45 am]

**BILLING CODE 4910–13–P**

**SUMMARY:** We are adopting a new airworthiness directive (AD) for certain Airbus Model A321–111, –112, –131, –211, –212, –231, and –232 airplanes. This AD was prompted by a full scale fatigue test campaign on these airplanes in the context of the extended service goal. This AD requires inspections of the affected frame locations, and repair if necessary. We are issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective July 20, 2017.

**ADDRESSES:** For service information identified in this final rule, contact Airbus, Airworthiness Office—EIAS, 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. 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 by searching for and locating Docket No. FAA–2016–9571.

**Exercising 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–2016–9571; 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 street address for the Docket Office (telephone 800–647–...
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;
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):

2017–12–10 Airbus: Amendment 39–18925;

(a) Effective Date
This AD is effective July 20, 2017.

(b) Affected ADs
None.

(c) Applicability

(d) Subject
Air Transport Association (ATA) of America Code 53, Fuselage.

(e) Reason
This AD was prompted by a full scale fatigue test campaign on Airbus Model A321 series airplanes in the context of the extended service goal. It was determined that cracks could develop on the fastener holes of certain frames on the left-hand (LH) and right-hand (RH) sides of the affected airplanes. We are issuing this AD to detect and correct cracking of the fastener holes at certain frame locations, which could result in reduced structural integrity of the fuselage.

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

(g) Repetitive Inspections of the Frames, Stringers, and Slidebox Junctions

At the applicable time specified in table 1 to the introductory text of paragraph (g) of this AD, do a rototest inspection for cracking at frame (FR) 35.1, FR 35.2, and FR 35.3 on the LH and RH sides, in accordance with the Accomplishment Instructions of the Airbus service information specified in paragraphs (g)(1), (g)(2), (g)(3), (g)(4), (g)(5), and (g)(6) of this AD. Repeat the inspection thereafter at intervals not to exceed 5,300 flight cycles.

TABLE 1 TO THE INTRODUCTORY TEXT OF PARAGRAPH (g) OF THIS AD—INSPECTION THRESHOLD

<table>
<thead>
<tr>
<th>Airplane accumulated total flight cycles at the effective date of this AD</th>
<th>Compliance time</th>
</tr>
</thead>
<tbody>
<tr>
<td>For airplanes with 18,300 total flight cycles or less</td>
<td>Before exceeding 18,300 total flight cycles, or within 5,300 flight cycles after the effective date of this AD, whichever occurs later.</td>
</tr>
<tr>
<td>For airplanes with more than 18,300 total flight cycles</td>
<td>Before exceeding 23,600 total flight cycles, or within 2,100 flight cycles after the effective date of this AD, whichever occurs later.</td>
</tr>
</tbody>
</table>


(h) Corrective Action
If any crack is found during any inspection required by the introductory text to paragraph (g) of this AD: Before further flight, repair using a method approved by the Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA; or EASA; or Airbus’s EASA DOA.

(i) 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 the attention of the person identified in paragraph (j)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. 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.

(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, International Branch, ANM–116, Transport Airplane Directorate, FAA; or the EASA; or Airbus’s EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(j) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2016–0146, dated July 20, 2016, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA–2016–9571.

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

14 CFR Part 39  
RIN 2120–AA64

**Airworthiness Directives; Pratt & Whitney Division Turbofan Engines**

**AGENCY:** Federal Aviation Administration (FAA), DOT.  
**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for certain Pratt & Whitney Division (PW) PW2037, PW2037M, and PW2040 turbofan engines. This AD is prompted by an unrecoverable engine in-flight shutdown (IFSD) after an ice crystal icing event. This AD requires installing a software standard eligible for installation and precludes the use of electronic engine control (EEC) software standards earlier than SCN 5B/I. We are issuing this AD to correct the unsafe condition on these products.

**DATES:** This AD is effective July 20, 2017.

**ADDRESSES:** For service information identified in this final rule, contact Pratt & Whitney Division, 400 Main St., East Hartford, CT 06118; phone: 800–565–0140; fax: 860–565–5442. You may view this service information at the FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA. For information on the availability of this material at the FAA, call 781–238–7125. It is also available on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA–2016–9405.

**Examining the AD Docket**


**FOR FURTHER INFORMATION CONTACT:** Kevin Clark, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA 01803; phone: 781–238–7086; fax: 781–238–7199; email: kevin.m.clark@faa.gov.

**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 PW PW2037, PW2037M, and PW2040 turbofan engines. The NPRM published in the Federal Register on January 5, 2017 (82 FR 1265). The NPRM was prompted by an unrecoverable engine IFSD after an ice crystal icing event. An attempt to rapidly restart the engine was made while the EEC had the Active Clearance Control (ACC) turned on, which caused contraction of the high-pressure turbine (HPT) case and reduced clearances in the HPT, with subsequent HPT damage and rotor seizure. A change to the EEC software can force the ACC to activate at a higher rotor speed to prevent active ACC during engine restart. The NPRM proposed to preclude the use of EEC software standards earlier than SCN 5B/I. We are issuing this AD to prevent failure of the HPT, rotor seizure, failure of one or more engines, loss of thrust control, and loss 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. The Airline Pilots Association and United Airlines support the NPRM.

**Request To Change Compliance**

The Boeing Company, PW, Delta Air Lines, Inc., FedEx, and Rudy Pueschel requested removing the engine serial number requirement for earlier compliance time and use the Asia Pacific regional requirement for earlier compliance time. The change would properly capture the risk of icing events in the Asia Pacific region. This change would also match the referenced alert service bulletin (ASB).

We disagree. There are difficulties in compliance and enforcement for regulations based on regions. Using engines serial numbers (S/Ns) that are currently known to operate in the area was our approach to best capture the higher risk engines while easing compliance. The unsafe condition is addressed by upgrading at least one engine per airplane on all known engines currently operating in the Asia Pacific region within the shorter compliance period. Finally, this AD requires all engines with EEC model numbers EEC104–40 and EEC104–60 to upgrade software earlier than software standard SCN 5B/I by 2024. We did not change this AD.

**Request To Change Method To Identify Engines Affected by Earlier Compliance Time**

Delta Air Lines, Inc. and FedEx requested removing the engine serial number requirement for earlier compliance time and use extended range twin-engine operations (ETOPs) or Aircraft Tail Number requirements for earlier compliance time. The change was requested to ease with compliance and help properly capture the safety risk of operating in the Asia Pacific region.

We disagree. Operators may have ETOPs flights that do not operate in the...