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 Section, send it to the attention of the person identified in paragraph (n)(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 Section, Transport Standards Branch, FAA; or EASA; or Airbus’s EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Reporting Requirements: A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120–0056. Public reporting for this collection of information is estimated to be accomplished by approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES–200.

(n) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016–0150, dated July 25, 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–2017–0270.


(o) 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 the actions required by this AD, unless this AD specifies otherwise.

(iii) Airbus Service Bulletin A300–53–6029, Revision 12, including Appendix 1, dated April 13, 2016.

(iv) Airbus Service Bulletin A300–53–6029, Revision 12, including Appendix 1, dated April 13, 2016.

(v) Airbus Service Bulletin A300–53–6029, Revision 12, including Appendix 1, dated April 13, 2016.

(vi) Airbus Service Bulletin A300–53–6029, Revision 12, including Appendix 1, dated April 13, 2016.

(vii) Airbus Service Bulletin A300–53–6029, Revision 12, including Appendix 1, dated April 13, 2016.

(viii) Airbus Service Bulletin A300–53–6029, Revision 12, including Appendix 1, dated April 13, 2016.

(ix) Airbus Service Bulletin A300–53–6029, Revision 12, including Appendix 1, dated April 13, 2016.

(x) Airbus Service Bulletin A300–53–6029, Revision 12, including Appendix 1, dated April 13, 2016.

(xi) Airbus Service Bulletin A300–53–6029, Revision 12, including Appendix 1, dated April 13, 2016.

(xii) Airbus Service Bulletin A300–53–6029, Revision 12, including Appendix 1, dated April 13, 2016.

(xiii) Airbus Service Bulletin A300–53–6029, Revision 12, including Appendix 1, dated April 13, 2016.

(xiv) Airbus Service Bulletin A300–53–6029, Revision 12, including Appendix 1, dated April 13, 2016.

(xv) Airbus Service Bulletin A300–53–6029, Revision 12, including Appendix 1, dated April 13, 2016.

(xvi) Airbus Service Bulletin A300–53–6029, Revision 12, including Appendix 1, dated April 13, 2016.

(xvii) Airbus Service Bulletin A300–53–6029, Revision 12, including Appendix 1, dated April 13, 2016.

(xviii) Airbus Service Bulletin A300–53–6029, Revision 12, including Appendix 1, dated April 13, 2016.

(xix) Airbus Service Bulletin A300–53–6029, Revision 12, including Appendix 1, dated April 13, 2016.

(xx) Airbus Service Bulletin A300–53–6029, Revision 12, including Appendix 1, dated April 13, 2016.

(3) 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: account.airworth-eas@airbus.com; Internet: http://www.airbus.com.

(4) You may view this service information at the FAA, Transport Standards Branch, 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://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Renton, Washington, on August 8, 2017.

Dionne Palermo, Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2017–17203 Filed 8–18–17; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


[RIN 2120–AA64]

Airworthiness Directives; MD Helicopters, Inc., Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are superseding Airworthiness Directive (AD) 2014–16–01 for MD Helicopters, Inc. (MDHI), Model MD900 helicopters. AD 2014–16–01 required an eddy current inspection of the main rotor upper hub assembly (upper hub) for a crack. This AD requires additional inspections and replacing the fillet seal. This AD was prompted by three additional reports of upper hub cracks. The actions of this AD are intended to prevent an unsafe condition on these products.

DATES: This AD is effective September 25, 2017.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of September 25, 2017.


Examining the AD Docket

You may examine the AD docket on the Internet at http://www.regulations.gov in Docket No. FAA–2017–0270; 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, any incorporated-by-reference information, the economic evaluation, any comments received, and other information. The address for the Docket Office (phone: 800–647–5527) is Document

FOR FURTHER INFORMATION CONTACT: Eric Schriber, Aviation Safety Engineer, Los Angeles ACO Branch, Compliance and Airworthiness Division, FAA, 3960 Paramount Blvd., Lakewood, California 90712; telephone (562) 627–5348; email eric.schriber@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to remove AD 2014–16–01, Amendment 39–17925 (79 FR 45322, August 5, 2014) and add a new AD. AD 2014–16–01 applied to MDHI Model MD900 helicopters, serial numbers 900–00008 through 900–00140, with an upper hub part number (P/N) 900R2101006–105, –107, –109, or –111 installed. AD 2014–16–01 required eddy current inspecting the upper hub and replacing it if there is a crack. The NPRM published in the Federal Register on April 3, 2017 (82 FR 16138). The NPRM was prompted by reports of three additional cracks found in the MD900 fleet. These cracks were not discovered by the one-time eddy current inspection required by AD 2014–16–01, but were found during regular maintenance of the upper hub. The NPRM proposed to require for MDHI
MD900 helicopters with an upper hub, regardless of helicopter serial number, repetitive visual inspections of the fillet seal and the areas around the flexbeam bolt holes for a crack and repetitive visual inspections of the lead leg shims and bushings for corrosion around the flexbeam bolt holes. The NPRM also proposed repetitive ultrasonic eddy-current inspections of the areas adjacent to the flexbeam bolt holes for a crack. If during any inspection there is corrosion or a crack, the NPRM proposed replacing the upper hub before further flight. Finally, after each inspection, the NPRM proposed installing a fillet seal to the bushing and upper hub interface.

Costs of Compliance

We estimate that operators may incur the following costs in order to comply with this AD.

- Inspecting the fillet seal around the flexbeam bolt holes (100 hour TIS inspection) requires about 1 work-hour, for a cost per helicopter of $85 and a cost of $1,955 for the fleet, per inspection cycle. Inspecting the flexbeam area and lead leg shims and bushings (annual inspection) requires about 2 work-hours, for a cost per helicopter of $170 and a cost of $3,910 for the fleet, per inspection cycle. Eddy current inspecting (1,000 hour TIS inspection) the upper hub requires about 2 work-hours, for a cost per helicopter of $170 and a cost of $3,910 for the fleet.

- If required, replacing the upper hub requires about 11 work-hours, and required parts would cost about $15,998, for a cost per helicopter of $16,933. If required, replacing a missing or damaged fillet seal requires about .5 work-hour, and required parts cost would be minimal, for a cost per helicopter of $43.

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.

Regulatory Findings

We have 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 DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),
3. Will not affect intrastate aviation in Alaska to the extent that a regulatory distinction is required, 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


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 removing Airworthiness Directive (AD) 2014–16–01, Amendment 39–17925 (79 FR 45322, August 5, 2014), and adding the following new AD:

2017–07–03 MD Helicopters, Inc. (MDHI):


(a) Applicability

This AD applies to Model MD900 helicopters with main rotor upper hub assembly (upper hub) part number 900R2101006–105, –107, –109, or –111 installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a cracked upper hub. This condition could result in failure of the upper hub and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD supersedes AD 2014–16–01, Amendment 39–17925 (79 FR 45322, August 5, 2014).

(d) Effective Date

This AD becomes effective September 25, 2017.

(e) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(f) Required Actions

(1) Within 100 hours time-in-service (TIS), and thereafter at intervals not to exceed 100 hours TIS:

(i) Inspect the fillet seal around each flexbeam bolt hole to determine whether it adheres properly to the hub or bushes or is missing. Indications of an improper
adhered seal include lifting, bubbling, peeling away, drying out, or cracking. If the fillet seal is not properly adhered or is missing, before further flight, replace the fillet seal with sealant C232 or equivalent by following the Accomplishment Instructions, paragraph 2.D.(2) through 2.D.(5) and Figure 1, of MD Helicopters Service Bulletin SB900–125, dated February 19, 2016 (SB900–125).

(ii) Using a light and a 10X or higher power magnifying glass, inspect the area outside of the fillet seal around each flexbeam bolthole on the top of the upper hub. Remove the fillet seal from the mating surface of each bushing and the top of the upper hub.

(iii) Inspect each lead leg shim and bushing for corrosion around the flexbeam boltholes on the bottom of the upper hub in the flexbeam pockets. If there is corrosion, before further flight:

(A) Remove the lead leg shim from the flexbeam pocket and clean the area adjacent to the flexbeam bolthole to remove any corrosion within maximum repair damage limits. If the corrosion exceeds maximum repair damage limits, replace the upper hub assembly.

(B) Using a light and a 10X or higher power magnifying glass, inspect the area around each flexbeam bolthole for a crack. If there is a crack, before further flight, replace the upper hub assembly.

(iv) Replace the fillet seal as described in paragraph (f)(1)(i) of this AD.

(3) Within 1,000 hours TIS, and thereafter at intervals not to exceed 1,000 hours TIS:

(i) Eddy current inspect the areas adjacent to each flexbeam bolthole, top and bottom, for a crack. If an eddy current inspection must be performed by a Level II or higher technician with the American Society for Nondestructive Testing ASNT–TC–1A, European Committee for Standardization CEN EN 4179, Military Standard MIL–STD–410, National Aerospace Standard NAS410, or equivalent certification who has performed an eddy current inspection within the last 12 months. If there is a crack, before further flight, replace the upper hub assembly.

(ii) Replace the fillet seal as described in paragraph (f)(1)(i) of this AD.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles ACO Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Eric Schriever, Aviation Safety Engineer, Los Angeles ACO Branch, Compliance and Airworthiness Division, FAA, 3960 Paramount Blvd., Lakewood, California 90712; telephone (562) 627–5348; email 9-ANM-LAACO-AMOC-REQUESTS@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(2) Subject

Joint Aircraft Service Component (JASC) Code: 6220, Main Rotor Head.

(i) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference 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.


(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N–321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222–5110.

(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 Fort Worth, Texas, on August 7, 2017.

Scott A. Horn, Deputy Director for Regulatory Operations, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2017–17085 Filed 8–18–17; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Dassault Aviation Airlines

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

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for all Dassault Aviation Model MYSTERE–FALCON 50 airplanes and FALCON 2000 airplanes. This AD was prompted by a report indicating that during ground maintenance, a Model FALCON 2000 airplane experienced a loss of hydraulic pressure affecting both hydraulic systems due to damage to both brake hoses on the main landing gear (MLG). This AD requires an inspection for certain brake hoses, installation of protective wraps or installation of certain brake hoses, and replacement of certain brake hoses. We are issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective September 25, 2017.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of September 25, 2017.

ADDRESSES: For service information identified in this final rule, contact Dassault Falcon Jet Corporation, Teterboro Airport, P.O. Box 2000, South Hackensack, NJ 07606; telephone: 201–440–6700; Internet: http://www.dassaultfalcon.com. You may view this referenced service information at the FAA, Transport Standards Branch, 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–2017–0130.

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–2017–0130; 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 800–647–5527) 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.