

Rules and Regulations

Federal Register

Vol. 82, No. 238

Wednesday, December 13, 2017

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents.

FARM CREDIT ADMINISTRATION

12 CFR Part 607

RIN 3052-AD30

Assessment and Apportionment of Administrative Expenses

AGENCY: Farm Credit Administration.

ACTION: Notification of effective date.

SUMMARY: The Farm Credit Administration (FCA or we) issued a direct final rule adopting technical amendments to eliminate language that is obsolete, confusing, and unnecessary to determine the annual assessment amount of Farm Credit System institutions. In accordance with the law, the effective date of the rule is no earlier than 30 days from the date of publication in the **Federal Register** during which either or both Houses of Congress are in session.

DATES: *Effective date:* Under the authority of 12 U.S.C. 2252, the regulation amending 12 CFR part 607 published on October 20, 2017 (82 FR 48758) is effective December 13, 2017.

FOR FURTHER INFORMATION CONTACT:

Jeremy R. Edelstein, Senior Policy Analyst, Office of Regulatory Policy, (703) 883-4497, TTY (703) 883-4056, edelsteinj@fca.gov;

or

Jennifer A. Cohn, Senior Counsel, Office of General Counsel, (303) 696-9737, TTY (703) 883-4056, cohnj@fca.gov.

SUPPLEMENTARY INFORMATION: The Farm Credit Administration (FCA or we) issued a direct final rule adopting technical amendments to eliminate language that is obsolete, confusing, and unnecessary to determine the annual assessment amount of Farm Credit System institutions. In accordance with 12 U.S.C. 2252, the effective date of the final rule is no earlier than 30 days from the date of publication in the **Federal Register** during which either or both Houses of Congress are in session. Based

on the records of the sessions of Congress, the effective date of the regulations is December 13, 2017.

(12 U.S.C. 2252(a)(9) and (10))

Dated: December 8, 2017.

Dale L. Aultman,

Secretary, Farm Credit Administration Board.

[FR Doc. 2017-26835 Filed 12-12-17; 8:45 am]

BILLING CODE 6705-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2017-1101; Product Identifier 2016-NM-030-AD; Amendment 39-19122; AD 2017-25-08]

RIN 2120-AA64

Airworthiness Directives; ATR-GIE Avions de Transport Régional Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain ATR-GIE Avions de Transport Régional Model ATR42-500 and ATR72-212A airplanes. This AD requires revising the airplane flight manual to provide procedures to the flightcrew for operational restrictions affecting in-flight use of the autopilot (AP) or yaw damper (YD) during single source operation. This AD was prompted by flight test evaluations that revealed discrepancies with the YD and AP when in single source operation on certain airplanes. We are issuing this AD to address the unsafe condition on these products.

DATES: This AD becomes effective December 28, 2017.

We must receive comments on this AD by January 29, 2018.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.
- *Fax:* 202-493-2251.
- *Mail:* U.S. Department of Transportation, Docket Operations, M-

30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

• *Hand Delivery:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

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-2017-1101; or in person at the Docket Operations office 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 Operations office (telephone 800-647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Shahram Daneshmandi, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW, Renton, WA 98057-3356; telephone 425-227-1112; fax 425-227-1149.

SUPPLEMENTARY INFORMATION:

Discussion

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA Airworthiness Directive 2016-0046, dated March 9, 2016 (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition on certain ATR-GIE Avions de Transport Régional Model ATR42-500 and Model ATR72-212A airplanes. The MCAI states:

Following investigations after EASA AD 2015-0237R1 was issued, additional flight tests evaluations performed on ATR aeroplanes equipped with New Avionics Suite Standard 2 have revealed an unsatisfactory behaviour of the Yaw Damper/Autopilot (YD/AP), when in ‘single source operation’ (i.e. one Air Data Computer (ADC) inoperative, one Attitude and Heading Reference System (AHRS) inoperative, or failure of both Direct Current (DC) Generators), upon a sudden engine power asymmetry at low Indicated Air Speed (IAS).

This unsatisfactory behavior is due to the YD limited authority in single source and is

characterized by inappropriate flight equilibrium, with important flight control efforts needed on the roll axis to safely control the aeroplane.

This condition, if not corrected, could result in loss of control of the aeroplane.

For the reasons described above, this [EASA] AD requires amendment of the applicable Airplane Flight Manual (AFM) to introduce AP and YD operational restrictions, when in single source and operating at an IAS below 160kt.

This [EASA] AD is considered an interim action and further [EASA] AD action may follow.

You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-1101.

FAA's Determination and Requirements of This AD

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with the State of Design Authority, we have been notified of the unsafe condition described in the MCAI referenced above. We are issuing this AD because we evaluated all pertinent information and determined the unsafe condition exists and is likely to exist or develop on other products of these same type designs.

FAA's Determination of the Effective Date

There are currently no domestic operators of this product. Therefore, we find good cause that notice and opportunity for prior public comment are unnecessary. In addition, for the reason(s) stated above, we find that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and opportunity for public comment. We invite you to send any written relevant data, views, or arguments about this AD. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2017-1101; Product Identifier 2016-NM-030-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this AD based on those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We

will also post a report summarizing each substantive verbal contact we receive about this AD.

Costs of Compliance

Currently, there are no affected U.S.-registered airplanes. If an affected airplane is imported and placed on the U.S. Register in the future, we provide the following cost estimates to comply with this AD:

We estimate that it will 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 \$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.

This AD is issued in accordance with authority delegated by the Executive Director, Aircraft Certification Service, as authorized by FAA Order 8000.51C. In accordance with that order, issuance of ADs is normally a function of the Compliance and Airworthiness Division, but during this transition period, the Executive Director has delegated the authority to issue ADs applicable to transport category airplanes to the Director of the System Oversight Division.

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

- 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):

2017-25-08 ATR-GIE Avions de Transport Régional: Amendment 39-19122; Docket No. FAA-2017-1101; Product Identifier 2016-NM-030-AD.

(a) Effective Date

This AD becomes effective December 28, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to ATR-GIE Avions de Transport Régional Model ATR42-500 and ATR72-212A airplanes, certificated in any category, all manufacturer serial numbers, as specified in paragraphs (c)(1) and (c)(2) of this AD.

(1) Airplanes modified in production by incorporation of Avions de Transport Régional modification 6977 (New Avionics Suite Standard 2).

(2) Airplanes modified in service by incorporation of Avions de Transport Régional Service Bulletin ATR42-31-0091, Revision 02, January 18, 2016, or Avions de Transport Régional Service Bulletin ATR72-31-1092, Revision 03, dated January 18, 2016, as applicable.

(d) Subject

Air Transport Association (ATA) of America Code 22, Auto Flight.

(e) Reason

This AD was prompted by flight test evaluations that revealed discrepancies with

the yaw damper (YD) and autopilot (AP) when in single source operation on certain airplanes. We are issuing this AD to prevent failure of certain operational systems in flight, which could result in loss of control of the airplane.

(f) Compliance

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

(g) Revise the Airplane Flight Manual

(1) Within 15 days after the effective date of this AD, revise the Limitations Section, Emergency Procedures section, and Procedures Following Failures section of the ATR-42 and ATR-72 airplane flight manuals (AFMs), as applicable, to include the information in figure 1 to paragraph (g) of this AD or figure 2 to paragraph (g) of this AD, as applicable; inform all flight crews;

and thereafter operate the airplane accordingly.

(2) Revising the AFM as specified in paragraph (g)(1) of this AD can be done by inserting a copy of figure 1 to paragraph (g) of this AD or figure 2 to paragraph (g) of this AD, as applicable, into the applicable AFM.

BILLING CODE 4910-13-P

Figure 1 to paragraph (g) of this AD – AFM 42-500 revision

 AFM	LIMITATIONS SYSTEMS	2-05	
		PAGE : 1	820
		EASA APPROVED	FEB 16
<p><u>2.05.01 - AIR PRESSURIZATION</u></p> <p>Maximum differential pressure 6.35 PSI Maximum negative differential pressure - 0.5 PSI Maximum differential pressure for landing 0.35 PSI Maximum differential pressure for OVBD VALVE full open selection 1 PSI Maximum altitude for one bleed off operation 20000 ft</p> <p><u>2.05.02 - HYDRAULIC SYSTEM</u></p> <p>All hydraulic fluids compliant with technical specification : NSA 307110 Compliant fluids are listed in the AMM (Chapter20, 20-31-30)</p> <p><u>2.05.03 - LANDING GEAR</u></p> <ul style="list-style-type: none"> - Do not perform pivoting (sharp turns) upon a landing gear with fully braked wheels except in case of emergency. - In case of ground speed over 165 kt all tires to be replaced. - Towbarless Towing is prohibited, unless the towbarless towing operations are performed in compliance with the appropriate operational requirements (JAR-OPS-1 for Commercial Air Transportation) using towbarless towing vehicles that are designed and operated to preclude damage to the aeroplane nose wheel steering system or which provide a reliable and unmistakable warning when damage to the steering system may have occurred. Towbarless towing vehicles that are specifically accepted for ATR aircraft are listed in ATR Service Letter 42-09-5001. <p><u>2.05.04 - FLAPS</u></p> <p>Holding with any flaps extended is prohibited in icing conditions (except for single engine operations).</p> <p><u>2.05.05 - AUTOMATIC FLIGHT CONTROL SYSTEM (AFCS)</u></p> <ul style="list-style-type: none"> - Minimum height for autopilot engagement on take off : 100 ft. - Limitation in use when in single source configuration (one ADC FAIL and/or, one AHRS FAIL, and/or DUAL DC GEN LOSS) <ul style="list-style-type: none"> - Do not use AP and/or YD: <ul style="list-style-type: none"> - below 1000 ft AGL and/or - IAS below 160 kt - Do not use AP with the stall warning inoperative - NAV mode for VOR approach, using either autopilot or flight director is authorized only if : <ul style="list-style-type: none"> - a co-located DME is available, and - DME HOLD is not selected - Minimum height for use of either autopilot or flight director : <ul style="list-style-type: none"> - Except during take off or executing an approach : 1000 ft - VS or IAS mode during approach : 160 ft - CAT 1 APP mode : 160 ft <p>Refer to 7.01.03 for CAT II operation</p>			
Mod : 5948 + 6977		ATR42 Model: 500	

Figure 1 to paragraph (g) of this AD – AFM 42-500 revision (Continued)

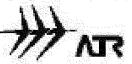
 ATR AFM	EMERGENCY PROCEDURES	4 - 04					
	ELECTRICAL SYSTEM	PAGE : 1	820				
		EASA APPROVED	FEB 16				
4.04.01 - DUAL DC GEN LOSS							
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">PF</td> <td style="width: 20%;">CAPT</td> </tr> <tr> <td>DC GEN 1+2</td> <td>OFF then ON</td> </tr> </table> <p> ■ If no generator recovered HYD GREEN PUMP OFF TRU ON </p> <p>Make sure that TRU arrow illuminates and BAT arrows extinguish.</p> <p>NOTE: If TRU FAULT LAND ASAP</p> <p> MAN RATE KNOB 9 O'CLOCK CAB PRESS MODE SEL MAN AVIONICS VENT EXHAUST MODE OVBD BAT SW OVRD F/O ATT HDG SWITCH TO SYS 1 F/O ADC SWITCH TO SYS 1 AP USE AS RQD YD USE AS RQD </p> <p>CAUTION : use of AP and / or YD are prohibited below 1000 ft AGL use of AP and / or YD are prohibited for IAS < 160 kt</p> <p>CAUTION : In single engine operation , AP may disconnect with rapid power change . Avoid large PL movement.</p> <p> COM / SURV / NAV USE MCDU1 XPDR SET XPDR 1 ATC (VHF 1 or HF or HF 2) NOTIFY MIN CAB LIGHT OFF </p> <p>NOTE: NAV lights switch set to ON is necessary to provide IEP illumination</p> <p>TLU MAN MODE LO SPD</p> <p> ● When TLU LO SPD illuminates TLU AUTO </p> <p>CAUTION: Avoid large rudder input if IAS above 180 kt.</p> <p> STICK PUSHER / SHAKER OFF STICK PUSHER / SHAKER FAULT procedure APPLY SIDE WINDOW / WINDSHIELD HTG OFF DE-/ANTI-ICING MODE SEL AUTO FAULT procedure APPLY AUTO PRESS FAULT procedure APPLY BUS EQPT LIST CHECK </p> <p>NOTE: periodically compare PFD with IES , crosscheck HDG / TK / STBY-HDG</p> <p style="text-align: right;">..... to be continued next page .../...</p>				PF	CAPT	DC GEN 1+2	OFF then ON
PF	CAPT						
DC GEN 1+2	OFF then ON						
Mod:5948+6977		ATR42 Model: 500					

Figure 1 to paragraph (g) of this AD – AFM 42-500 revision (Continued)

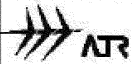
 ATR AFM	EMERGENCY PROCEDURES	4 - 04	
	ELECTRICAL SYSTEM	PAGE : 2	820
		EASA APPROVED	FEB 16
<p style="text-align: center;">.....</p> <ul style="list-style-type: none"> ● Before descent <li style="padding-left: 20px;">PAX INSTRUCTIONS USE PA <li style="padding-left: 20px;">HYD X FEED ON <p>NOTE: Selecting HYD X FEED ON allows to recover green hydraulic system</p> <ul style="list-style-type: none"> ● At touch down <li style="padding-left: 20px;">IDLE GATE LEVER PULL 			
Mod:5948 +6977		ATR42 Model : 500	

Figure 1 to paragraph (g) of this AD – AFM 42-500 revision (Continued)


 ATR AFM	PROCEDURES FOLLOWING FAILURES SYSTEMS	5-04	
		PAGE : 18	820
		EASA APPROVED	FEB 16
<p>5.04.11 - MISCELLANEOUS</p> <p>▶ ONE AHRS FAIL</p> <p>AFFECTED ATT / HDG SWITCHING ALTERNATE SYS FD MODES CONFIRM AP USE AS RQRD YD USE AS RQRD</p> <p><u>Note:</u> RNP AR IS PROHIBITED IF NOT STARTED (if available).</p> <p>WHEN WINGS LEVELED : PERIODICALLY COMPARE PFD with IESI. CROSSCHECK HDG / TK / STBY-COMPASS</p> <p>CAUTION : use of AP and / or YD are prohibited below 1000 ft AGL use of AP and / or YD are prohibited for IAS < 160 kt</p> <p>CAUTION : In single engine operation , AP may disconnect with rapid power change . Avoid large PL movement.</p> <p>▶ AHRS 1 + 2 LOSS</p> <p>PF CAPT IESI USE STBY COMPASS USE AIRCRAFT STABILIZE SPEED AND LEVEL VISUAL FLYING CONDITIONS MAINTAIN IF POSSIBLE ATC NOTIFY FMS PROG PAGE USE</p> <p><u>Note:</u> PFD ATT and HDG are lost, ILS deviation and ADF BRG are valid <u>Note:</u> TERRAIN PICTURE DISPLAY IS AVAILABLE <u>Note:</u> RNP AR IS PROHIBITED (if available)</p> <p>▶ AHRS NOT ALIGN</p> <p>■ If AHRS not align on ground AIRCRAFT STOP UNTIL ALERT DISAPPEARS</p> <p>■ If AHRS not align in flight AHRS FAULT IDENTIFIED AIRCRAFT STABILIZE SPEED AND LEVEL DURING 90s</p> <p>■ If alert disappears AP may be re-engaged</p> <p>■ If AHRS NOT ALIGN persists after 3 minutes ONE AHRS FAIL procedure APPLY</p>			
Mod : 5948 + 6977		ATR42 Model : 500	

Figure 1 to paragraph (g) of this AD – AFM 42-500 revision (Continued)

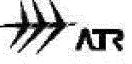
 ATR AFM	PROCEDURES FOLLOWING FAILURES SYSTEMS	5-04	
		PAGE : 17	820
		EASA APPROVED	FEB 16
<p>5.04.11 - MISCELLANEOUS</p> <p>▶ ADC FAIL</p> <p>■ If one ADC fail</p> <p>AFFECTED ADC SWITCHING ALTERNATE SYS FD MODES CONFIRM AP USE AS RQRD YD USE AS RQRD</p> <p>PERIODICALLY COMPARE IAS/ALT ON PFDs WITH IESI</p> <p>CAUTION : use of AP and / or YD are prohibited below 1000 ft AGL use of AP and / or YD are prohibited for IAS < 160 kt</p> <p>CAUTION : In single engine operation , AP may disconnect with rapid power change . Avoid large PL movement.</p> <p>CAUTION : baro setting is available only on non affected side</p> <p><u>Note</u> : RNP AR IS PROHIBITED IF NOT STARTED (if available)</p> <p>■ If ADC 1 lost</p> <p>LANDING ELEVATION SET PRESSURE ALTITUDE</p> <p>■ If ADC 1 + 2 are lost</p> <p>PF CAPT IESI USE MAN RATE KNOB 9 O'CLOCK CAB PRESS MODE SEL MAN AUTO PRESS FAULT procedure APPLY ENG PARAMETERS MONITOR TCAS STBY GPWS OFF TLU HI or LO ACCORDING TO IAS TLU FAULT procedure APPLY</p> <p><u>Note</u>: DE-/ANTI-ICING auto mode selection is lost. <u>Note</u> : RNP AR IS PROHIBITED (if available)</p>			
Mod : 5948 + 6977		ATR42 Model : 500	

Figure 2 to paragraph (g) of this AD – AFM 72-212A revision


 ATR 72 A AFM	LIMITATIONS SYSTEMS	2-05	
		PAGE : 1	820
		EASA APPROVED	FEB 16
<p>2.05.01 - PRESSURIZATION</p> <p>Maximum differential pressure 6.35 PSI Maximum negative differential pressure - 0.5 PSI Maximum differential pressure for landing 0.35 PSI Maximum differential pressure for OVBD VALVE full open selection 1 PSI Maximum altitude for one bleed off operation 20000 ft</p> <p>2.05.02 - HYDRAULIC SYSTEM</p> <p>All hydraulic fluids compliant with technical specification : NSA 307110 Compliant fluids are listed in the AMM (Chapter20, 20-31-30)</p> <p>2.05.03 - LANDING GEAR</p> <ul style="list-style-type: none"> - Do not perform pivoting (sharp turns) upon a landing gear with fully braked wheels except in case of emergency. - In case of ground speed over 165 kt all tires to be replaced. - Towbarless Towing is prohibited, unless the towbarless towing operations are performed in compliance with the appropriate operational requirements (JAR-OPS-1 for Commercial Air Transportation) using towbarless towing vehicles that are designed and operated to preclude damage to the aeroplane nose wheel steering system or which provide a reliable and unmistakable warning when damage to the steering system may have occurred. Towbarless towing vehicles that are specifically accepted for ATR aircraft are listed in ATR Service Letter 72-09-6001. <p>2.05.04 - FLAPS</p> <p>Holding with any flaps extended is prohibited in icing conditions (except for single engine operations).</p> <p>2.05.05 - AUTOMATIC FLIGHT CONTROL SYSTEM (AFCS)</p> <ul style="list-style-type: none"> - Minimum height for autopilot engagement on take off : 100 ft. - Limitation in use when in single source configuration (one ADC FAIL and/or, one AHRS FAIL, and/or DUAL DC GEN LOSS) <ul style="list-style-type: none"> - Do not use AP and/or YD: <ul style="list-style-type: none"> - below 1000 ft AGL and/or - IAS below 160 kt - Do not use AP with the stall warning inoperative - NAV mode for VOR approach, using either autopilot or flight director is authorized only if : <ul style="list-style-type: none"> - a co-located DME is available, and - DME HOLD is not selected. - Minimum height for use of either autopilot or flight director : <ul style="list-style-type: none"> - Except during take off or executing an approach : 1000 ft - VS or IAS mode during approach : 160 ft - CAT 1 APP mode : 160 ft <p>Refer to 7.01.03 for CAT II operation</p>			
Mod : 5948 + 6977		Model : 212 A	

Figure 2 to paragraph (g) of this AD – AFM 72-212A revision (Continued)


 AFM	EMERGENCY PROCEDURES ELECTRICAL SYSTEM	4 - 04	
		PAGE : 1	820
		EASA APPROVED	FEB 16
4 . 04 . 01 - DUAL DC GEN LOSS			
FF CAPT DC GEN 1+2 OFF then ON			
■ If no generator recovered HYD GREEN PUMP OFF TRU ON			
Make sure that TRU arrow illuminates and BAT arrows extinguish. NOTE: If TRU FAULT LAND ASAP MAN RATE KNOB 9 O'CLOCK CAB PRESS MODE SEL MAN AVIONICS VENT EXHAUST MODE OVBD BAT SW OVRD F/O ATT HDG SWITCH TO SYS 1 F/O ADC SWITCH TO SYS 1 AP USE AS RQD YD USE AS RQD			
CAUTION : use of AP and / or YD are prohibited below 1000 ft AGL use of AP and / or YD are prohibited for IAS < 160 kt			
CAUTION : In single engine operation , AP may disconnect with rapid power change . Avoid large PL movement.			
COM / SURV / NAV USE MCDU1 XPDR SET XPDR 1 ATC (VHF 1 or HF or HF 2) NOTIFY MIN CAB LIGHT OFF			
NOTE: NAV lights switch set to ON is necessary to provide IEP illumination TLU MAN MODE LO SPD			
● When TLU LO SPD illuminates TLU AUTO			
CAUTION: Avoid large rudder input if IAS above 180 kt.			
STICK PUSHER / SHAKER OFF STICK PUSHER / SHAKER FAULT procedure APPLY SIDE WINDOW / WINDSHIELD HTG OFF DE-/ANTI-ICING MODE SEL AUTO FAULT procedure APPLY AUTO PRESS FAULT procedure APPLY BUS EQPT LIST CHECK			
NOTE: periodically compare PFD with IESI, crosscheck HDG / TK / STBY-HDG			
..... to be continued next page .../...			
Mod:5948+6977		Model : 212 A	

Figure 2 to paragraph (g) of this AD – AFM 72-212A revision (Continued)


 ATR 72 A AFM	EMERGENCY PROCEDURES	4 - 04	
	ELECTRICAL SYSTEM	PAGE : 2	820
		EASA APPROVED	FEB 16
.../... <ul style="list-style-type: none"> ● Before descent <ul style="list-style-type: none"> PAX INSTRUCTIONS USE PA HYD X FEED ON NOTE: Selecting HYD X FEED ON allows to recover green hydraulic system ● At touch down <ul style="list-style-type: none"> IDLE GATE LEVER PULL 			
Mod:5948 +6977		Model : 212 A	

Figure 2 to paragraph (g) of this AD – AFM 72-212A revision (Continued)



 ATR 72 A AFM	PROCEDURES FOLLOWING FAILURES SYSTEMS	5-04																															
		PAGE : 17	820																														
		EASA APPROVED	FEB 16																														
<p><u>5.04.11 - MISCELLANEOUS</u></p> <p>▶ ADC FAIL</p> <p>■ If one ADC fail</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">AFFECTED ADC SWITCHING</td> <td>ALTERNATE SYS</td> </tr> <tr> <td>FD MODES</td> <td>CONFIRM</td> </tr> <tr> <td>AP USE</td> <td>AS RQRD</td> </tr> <tr> <td>YD USE</td> <td>AS RQRD</td> </tr> </table> <p>PERIODICALLY COMPARE IAS/ALT ON PFDs WITH IESI</p> <p>CAUTION : use of AP and / or YD are prohibited below 1000 ft AGL use of AP and / or YD are prohibited for IAS < 160 kt</p> <p>CAUTION : In single engine operation , AP may disconnect with rapid power change . Avoid large PL movement.</p> <p>CAUTION : baro setting is available only on non affected side</p> <p>Note : RNP AR IS PROHIBITED IF NOT STARTED (if available)</p> <p>■ If ADC 1 lost</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">LANDING ELEVATION</td> <td>SET PRESSURE ALTITUDE</td> </tr> </table> <p>■ If ADC 1 + 2 are lost</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">PF</td> <td>CAPT</td> </tr> <tr> <td>IESI</td> <td>USE</td> </tr> <tr> <td>MAN RATE KNOB</td> <td>9 O'CLOCK</td> </tr> <tr> <td>CAB PRESS MODE SEL</td> <td>MAN</td> </tr> <tr> <td>AUTO PRESS FAULT procedure</td> <td>APPLY</td> </tr> <tr> <td>ENG PARAMETERS</td> <td>MONITOR</td> </tr> <tr> <td>TCAS</td> <td>STBY</td> </tr> <tr> <td>GPWS</td> <td>OFF</td> </tr> <tr> <td>TLU</td> <td>HI or LO ACCORDING TO IAS</td> </tr> <tr> <td>TLU FAULT procedure</td> <td>APPLY</td> </tr> </table> <p>Note: DE-/ANTI-ICING auto mode selection is lost. Note : RNP AR IS PROHIBITED (if available)</p>				AFFECTED ADC SWITCHING	ALTERNATE SYS	FD MODES	CONFIRM	AP USE	AS RQRD	YD USE	AS RQRD	LANDING ELEVATION	SET PRESSURE ALTITUDE	PF	CAPT	IESI	USE	MAN RATE KNOB	9 O'CLOCK	CAB PRESS MODE SEL	MAN	AUTO PRESS FAULT procedure	APPLY	ENG PARAMETERS	MONITOR	TCAS	STBY	GPWS	OFF	TLU	HI or LO ACCORDING TO IAS	TLU FAULT procedure	APPLY
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Mod : 5948 + 6977		Model : 212 A																															

Figure 2 to paragraph (g) of this AD – AFM 72-212A revision (Continued)

 AFM	PROCEDURES FOLLOWING FAILURES	5_04	
	SYSTEMS	PAGE : 18	820
		EASA APPROVED	FEB 16
<p>5.04.11 – MISCELLANEOUS</p> <p>▶ ONE AHRS FAIL</p> <p>AFFECTED ATT / HDG SWITCHING ALTERNATE SYS FD MODES CONFIRM AP USE AS RQRD YD USE AS RQRD</p> <p><u>Note:</u> RNP AR IS PROHIBITED IF NOT STARTED (if available).</p> <p>WHEN WINGS LEVELED ; PERIODICALLY COMPARE PFD with IESI. CROSSCHECK HDG / TK / STBY-COMPASS</p> <p>CAUTION : use of AP and / or YD are prohibited below 1000 ft AGL use of AP and / or YD are prohibited for IAS < 160 kt</p> <p>CAUTION : In single engine operation , AP may disconnect with rapid power change . Avoid large PL movement.</p> <p>▶ AHRS 1 + 2 LOSS</p> <p>PF CAPT IESI USE STBY COMPASS USE AIRCRAFT STABILIZE SPEED AND LEVEL VISUAL FLYING CONDITIONS MAINTAIN IF POSSIBLE ATC NOTIFY FMS PROG PAGE USE</p> <p><u>Note:</u> PFD ATT and HDG are lost, ILS deviation and ADF BRG are valid <u>Note:</u> TERRAIN PICTURE DISPLAY IS AVAILABLE <u>Note:</u> RNP AR IS PROHIBITED (if available)</p> <p>▶ AHRS NOT ALIGN</p> <p>■ If AHRS not align on ground AIRCRAFT STOP UNTIL ALERT DISAPPEARS</p> <p>■ If AHRS not align in flight AHRS FAULT IDENTIFIED AIRCRAFT STABILIZE SPEED AND LEVEL DURING 90s</p> <p>■ If alert disappears AP may be re-engaged</p> <p>■ If AHRS NOT ALIGN persists after 3 minutes ONE AHRS FAIL procedure APPLY</p>			
Mod : 5948 + 6977		Model : 212 A	

BILLING CODE 4910-13-C

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, International Section, Transport Standards Branch, 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 Section, send it

to the attention of the person identified in paragraph (i)(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 the European Aviation Safety Agency (EASA); or ATR-GIE Avions de Transport Régional's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(i) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016-0046, dated March 9, 2016, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-1101.

(2) For more information about this AD, contact Shahram Daneshmandi, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW, Renton, WA 98057-3356; telephone 425-227-1112; fax 425-227-1149.

(j) Material Incorporated by Reference

None.

Issued in Renton, Washington, on December 4, 2017.

Jeffrey E. Duven,

Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2017-26621 Filed 12-12-17; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 91

[Docket No.: FAA-2007-27602; Amdt. No. 91-339A]

RIN 2120-AL28

Extension of the Prohibition Against Certain Flights in the Territory and Airspace of Somalia

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

ACTION: Final rule.

SUMMARY: This action extends the expiration date for the Special Federal Aviation Regulation (SFAR) that prohibits certain flights in the territory and airspace of Somalia at altitudes below flight level (FL) 260 by all: United States (U.S.) air carriers; U.S. commercial operators; persons exercising the privileges of an airman certificate issued by the FAA, except when such persons are operating U.S.-registered aircraft for a foreign air carrier; and operators of U.S.-registered

civil aircraft, except where the operator of such aircraft is a foreign air carrier. The FAA is taking this action because it has determined that there continues to be an unacceptable risk to U.S. civil aviation operating in the territory and airspace of Somalia at altitudes below FL260 resulting from terrorist and militant activity. The FAA also republishes, with minor revisions, the approval process and exemption information for this SFAR.

DATES: This final rule is effective on December 13, 2017.

FOR FURTHER INFORMATION CONTACT: Michael Filippell, Air Transportation Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone (202) 267-8166; email michael.e.filippell@faa.gov.

SUPPLEMENTARY INFORMATION:

I. Executive Summary

This action extends the prohibition of flight operations in the territory and airspace of Somalia at altitudes below FL260 by all: U.S. air carriers; U.S. commercial operators; persons exercising the privileges of an airman certificate issued by the FAA, except when such persons are operating U.S.-registered aircraft for a foreign air carrier; and operators of U.S.-registered civil aircraft, except where the operator of such aircraft is a foreign air carrier. The FAA finds this action necessary due to continued hazards to persons and aircraft engaged in such flight operations resulting from terrorist and militant activity, as described in the Background section of this rule.

II. Legal Authority and Good Cause

A. Legal Authority

The FAA is responsible for the safety of flight in the U.S. and for the safety of U.S. civil operators, U.S.-registered civil aircraft, and U.S.-certificated civil airmen throughout the world. The FAA's authority to issue rules on aviation safety is found in title 49, U.S. Code, Subtitle I, sections 106(f) and (g), describe the authority of the FAA Administrator. Subtitle VII of title 49, Aviation Programs, describes in more detail the scope of the agency's authority. Section 40101(d)(1) provides that the Administrator shall consider in the public interest, among other matters, assigning, maintaining, and enhancing safety and security as the highest priorities in air commerce. Section 40105(b)(1)(A) requires the Administrator to exercise his authority consistently with the obligations of the U.S. Government under international agreements.

This rulemaking is promulgated under the authority described in Subtitle VII, Part A, subpart III, section 44701, General requirements. Under that section, the FAA is charged broadly with promoting safe flight of civil aircraft in air commerce by prescribing, among other things, regulations and minimum standards for practices, methods, and procedures that the Administrator finds necessary for safety in air commerce and national security.

This regulation is within the scope of the FAA's authority under the statutes cited previously, because it continues to prohibit the persons described in paragraph (a) of SFAR No. 107, title 14 Code of Federal Regulations (CFR) 91.1613, from conducting flight operations in the territory and airspace of Somalia at altitudes below FL260 due to the continued hazards to the safety of such persons' flight operations, as described in the Background section of this final rule.

B. Good Cause for Immediate Adoption

Title 5 U.S.C. 553(b)(3)(B) authorizes agencies to dispense with notice and comment procedures for rules when the agency for "good cause" finds that those procedures are "impracticable, unnecessary, or contrary to the public interest." Section 553(d) also authorizes agencies to forgo the delay in the effective date of the final rule for good cause found and published with the rule. In this instance, the FAA finds good cause to forgo notice and comment, because notice and comment would be impracticable and contrary to the public interest. To the extent that the rule is based upon classified information, such information is not permitted to be shared with the general public. Also, threats to U.S. civil aviation and intelligence regarding these threats are fluid. As a result, the agency's original proposal could become unsuitable for minimizing the hazards to U.S. civil aviation in the affected airspace during or after the notice and comment process. The FAA further finds an immediate need to address the continued hazard to U.S. civil aviation that exists in the territory and airspace of Somalia at altitudes below FL260 from terrorist and militant activity. This hazard is further described in the Background section of this rule.

For the reasons described previously, the FAA finds good cause to forgo notice and comment and any delay in the effective date for this rule. The FAA also finds that this action is fully consistent with the obligations under 49 U.S.C. 40105(b)(1)(A) to ensure that the FAA exercises its duties consistently