SUMMARY: This action announces applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of SB MAE757SF–SB–52–12/02, R3, except as specified in paragraph (h)(2) of this AD. Do all applicable related investigative and corrective actions before further flight. Repeat the inspections specified in paragraphs (g)(1), (g)(2), and (g)(4) of this AD thereafter at the applicable intervals specified in paragraph L.D., “Compliance,” of SB MAE757SF–SB–52–12/02, R3.

(a) Effective Date
This AD is effective January 24, 2018.

(b) Affected ADs
None.

(c) Applicability
This AD applies to The Boeing Company Model 757–200 series airplanes, certificated in any category, that have been converted from passenger to freighter configuration as specified in any of the VT Mobile Aerospace Engineering Inc. supplemental type certificates (STCs) identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD.


(3) STC ST03952AT (comb—airplanes that can carry passenger, freight, or both in the cabin) (http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstcs.nsf/0/ed446d07/ced25286257ff1004d852d2/SFILE/ST03952AT.pdf).

(d) Subject
Air Transport Association (ATA) of America Code 52, Doors.

(e) Unsafe Condition
This AD was prompted by a report indicating that the main cargo door (MCD) forward-most cam latch on the forward centerlock pair broke during flight. We are issuing this AD to detect and correct discrepancies of the MCD cam latches, latch pins, and latch pin cross bolts, which, if left undetected, could reduce the structural integrity of the MCD and result in potential loss of the MCD and rapid decompression of the airplane.

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

(g) Repetitive Inspections, Replacement, and Related Investigative and Corrective Actions
At the applicable time specified in paragraph L.D., “Compliance,” of VT Mobile Aerospace Engineering Inc. Service Bulletin MAE757SF–SB–52–12/02, Revision 3, dated July 22, 2016 (“SB MAE757SF–SB–52–12/02, R3”), except as required by paragraph (h)(1) of this AD; or within 30 days after the effective date of this AD, whichever occurs later: Do the actions specified in paragraphs (g)(1) through (g)(4) of this AD, and do all
broadcasting erroneous or improper information when the broadcast information could affect the safe provision of air traffic services. Any aircraft subject to the filter will not have its ADS–B information sent to an air traffic control (ATC) facility nor will the aircraft be a client for TIS–B services. Affected aircraft will continue to receive ATC services within radar coverage using secondary radar information.

DATES: The action described herein is implemented January 2, 2018.

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this action, contact: David E. Gray, Program Manager, Surveillance and Broadcast Services, AJM–232, Air Traffic Organization, Federal Aviation Administration, 600 Independence Ave. SW, Wilbur Wright Building, Washington, DC 20597; telephone: 202–267–3615; email: adsb@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

In 2010, the FAA issued a final rule mandating equipage requirements and performance standards for Automatic Dependent Surveillance—Broadcast (ADS–B) Out avionics on aircraft operating in certain airspace after December 31, 2019. 75 FR 30160, May 28, 2010. ADS–B Out will move air traffic control from a radar-based system to a satellite-derived aircraft traffic control (ATC) facility nor will the aircraft subject to the filter will not have information supplied by the FAA’s operational ADS–B network. The FAA is implementing an ATC filtering capability on January 2, 2018. This filtering prevents processing of data transmitted by uniquely identified NPE aircraft within FAA air traffic control systems and by the FAA TIS–B service. ATC will continue to receive transponder replies to secondary radar interrogations and will be able to provide ATC services within radar coverage to aircraft subject to the filter, using secondary radar information. Also, any aircraft with a filtered ICAO address code will continue to appear as a “target” to nearby aircraft with ADS–B-In equipment.

Action

The FAA will always filter ICAO address codes from aircraft that are transmitting the hexadecimal values “000000” and “FFFFFF.” Per ICAO technical standards which FAA surveillance systems meet, neither of these ICAO address codes should be used by any aircraft ADS–B Out transmitter or Mode S transponder. However, FAA ADS–B monitoring over the last three years indicates that approximately once per day, on average, there is a flight in the NAS using one of these incorrect ICAO address codes and indicating that the aircraft is equipped with an ADS–B-In system. Because these non-compliant codes are not unique to a single aircraft, the potential for multiple aircraft to transmit the same code could create confusion inside ADS–B and TCAS avionics, Mode S interrogators, and ATC automation systems. This confusion could cause an aircraft’s position to be incorrectly displayed or not displayed at all, thereby creating an unsafe condition in the NAS. To mitigate this risk and discourage violation of ICAO technical standards, the FAA will filter the ADS–B information from any aircraft transmitting a non-compliant address code according to its operational ATC systems. Therefore, aircraft broadcasting these incorrect ICAO address codes will be unable to receive TIS–B services.

The FAA also intends to utilize the filter for other ICAO codes that are being improperly broadcast or for aircraft whose ADS–B Out equipment has exhibited erroneous position reports that could affect the safe provision of air traffic services. The FAA may also utilize the filter for aircraft that have a known issue that could reasonably result in erroneous ADS–B reports that could affect the safe provision of ATC services.

The FAA has initiated the filtering capability described in this document for aircraft transmitting non-compliant codes. For other aircraft, the FAA intends when possible to provide individual notice to owners/operators prior to utilizing the filter. This notification would describe the reason for applying the filter and steps that must be taken before an aircraft may be removed from the filter. If an aircraft owner/operator does not respond to an FAA notice of finding regarding an ADS–B avionics issue, FAA at its option may subject that aircraft to the filter without further notice.

Owners and operators can identify the ICAO address filtering status of their aircraft by requesting a Public ADS–B Performance Report (PAPR) at the following web address: https://adsbperformance.faa.gov/PAPRRequest.aspx. Owners and operators whose aircraft are affected by application of the ICAO address filter must contact the FAA Flight Standards Service ADS–B Focus Team at adsbfocussteam@faa.gov for guidance on corrective actions and coordination for removal of aircraft from the ICAO address filter.

Operators should check to insure that the ICAO address code (Mode S code) broadcast by their ADS–B equipment matches the assigned ICAO address code for their aircraft. This ICAO address code (Mode S code) can be found at: http://registry.faa.gov/aircraftinquiry/NNum_Inquiry.aspx. Operators can verify what ICAO address code is being broadcast by their aircraft by visiting: https://adsbperformance.faa.gov/PAPRRequest.aspx.

Issued in Washington, DC, on December 12, 2017.

Kristen G. Burnham,
Vice President, Program Management Organization, FAA Air Traffic Organization.

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1 ADS–B uses secondary surveillance radars and multilateration systems to provide proximate traffic situational awareness, including position reports from aircraft not equipped with ADS–B Out. TIS–B data may not provide as much information as could be received directly from an aircraft’s ADS–B Out broadcast, because of the required data processing. The TIS–B signal is an advisory service that is not designed for aircraft surveillance or separation, and cannot be used for either purpose.