assembly line and a determination that additional airplanes are subject to the unsafe condition. The FAA is issuing this AD to address these incomplete installations. The unsafe condition, if not addressed, could result in reduced structural integrity of the wing.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2022–0111R1.

(h) Exceptions to EASA AD 2022–0111R1

(1) Where EASA AD 2022–0111R1 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2022–0111R1 refers to October 2, 2019 (the effective date of EASA AD 2019–0233, dated September 18, 2019), this AD requires using April 24, 2022 (the effective date of AD 2020–05–16).

(3) Where paragraph (5) of EASA AD 2022–0111R1 specifies to ''or contact Airbus for approved instructions, and within the compliance time identified therein, accomplish those instructions accordingly'' this AD requires replacing those words with ''or contact Airbus for approved instructions, and within the compliance time identified therein, accomplish those instructions accordingly, except if any cracking is detected, the cracking must be repaired before further flight using a method approved by the Manager, International Validation Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.''

(4) This AD does not adopt the ''Remarks'' section of EASA AD 2022–0111R1.

(5) Where paragraph (2) of EASA AD specifies a compliance time of ''before exceeding 14,000 flight hours or 7,000 flight cycles, whichever occurs first since aeroplane first flight,'' this AD requires replacing those words with ''before exceeding 14,000 flight hours or 7,000 flight cycles, whichever occurs first since airplane first flight; or within 6 months after the effective date of this AD; whichever occurs later.''

(i) No Reporting Requirement for Certain Airplanes

For Group 1 airplanes, as identified in EASA AD 2022–0111R1, this AD does not require reporting.

(j) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Validation 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 responsible Flight Standards Office, as appropriate. If sending information directly to the International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD. Information may be emailed to: *9-AVS-AIR-730-AMOC@faa.gov.*

(i) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(ii) AMOCs approved previously for AD 2020–05–16 are approved as AMOCs for the corresponding provisions of EASA AD 2022–0111R1 that are required by paragraph (g) of this AD.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Validation Branch, FAA; or EASA; or Airbus SAS's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC):* Except as required by paragraph (j)(2) of this AD, if any service information contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(k) Additional Information

For more information about this AD, contact Timothy P. Dowling, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 206–231–3667; email *timothy.p.dowling@faa.gov.*

(l) 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 this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2022–0111R1, dated July 26, 2023.

(ii) [Reserved]

(3) For EASA AD 2022–0111R1, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *ADs@easa.europa.eu;* website *easa.europa.eu.* You may find this EASA AD on the EASA website at *ad.easa.europa.eu.*

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(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, email *fr.inspection@nara.gov,* or go to: *www.archives.gov/federal-register/cfr/ibr-locations.html.*

Issued on August 11, 2023.

Victor Wicklund,

Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2023–17773 Filed 8–24–23; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2023–1649; Project Identifier AD–2022–00905–T]

RIN 2120–AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 747–8 and 747–8F series airplanes. This proposed AD was prompted by a report that all six Integrated Display Units (IDUs) became blank when new flight plan data was entered in the Flight Management System (FMS), and by a determination that indication of decaying airspeed in certain scenarios is required. This proposed AD would require installing updated software. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by October 10, 2023.

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 *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:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2023–1649; or in person at Docket Operations between 9 a.m. and

5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this NPRM, any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For service information identified in this NPRM, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster Blvd., MC 110–SK57, Seal Beach, CA 90740–5600; telephone 562–797–1717; website: *myboeingfleet.com.*
- You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th Street, Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195. It is also available at *regulations.gov* by searching for and locating Docket No. FAA–2023–1649.

FOR FURTHER INFORMATION CONTACT: Douglas Tsuji, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; telephone: 206–231–3548; email: *douglas.tsuji@faa.gov.*

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under **ADDRESSES**. Include ''Docket No. FAA–2023–1649; Project Identifier AD–2022–00905–T'' at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to *regulations.gov,* including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as ''PROPIN.'' The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to Douglas Tsuji, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; telephone: 206–231–3548; email: *douglas.tsuji@faa.gov.* Any commentary that the FAA receives that is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA has received a report indicating all six IDUs became blank when new flight plan data was entered in the FMS. It was determined that the Jeppesen airport map database (AMDB) had an error in the data structure tied to the Sydney airport (YSSY). The Electronic Flight Instrumentation System (EFIS)/Engine Indicating and Crew Alerting System (EICAS) Interface Units (EIUs) were unable to process the data structure, resulting in the displays blanking. Jeppesen subsequently fixed the AMDB to address the issue with YSSY and additional airport codes with an incorrect data structure. The current EIU software is unable to process incorrect data structures, which results in an EIU fault that cannot be cleared by the automated reset function of an EIU. After five resets the EIU defaults to shut down, resulting in all six IDUs, which are controlled by the EIUs, becoming blank. The EIU shut down can also result in an autothrottle disconnect and a degraded autopilot mode. The problem can occur on the ground when an airport code with an incorrect data structure in the AMDB is entered as an origin or destination and the flight plan is then put into operation by the FMS. In flight, the problem can occur when an airport code with an incorrect data structure in the AMDB is entered as the selected diversion airport.

Additionally, the existing software does not provide an earlier indication of decaying airspeed during the landing phase for flap settings 25 and 30. The revised software specified in this proposed AD provides an earlier threshold for triggering the low airspeed alerting EICAS Caution message.

This condition, if not addressed, could result in loss of all flight deck displays (Primary Flight Display (PFD)/EICAS/Navigation Display (ND), not including standby displays) combined with potential impact to the autopilot and auto-throttle functionality and lack of crew visibility of any subsequent system failures, which can prevent continued safe flight and landing; it could also result in inadequate alerting of decaying airspeed, unacceptably low airspeed, and loss of control of the airplane.

FAA's Determination

The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

Related Service Information Under 1 CFR Part 51

The FAA reviewed Boeing Alert Requirements Bulletin 747–31A2544 RB, dated March 31, 2020. This service information specifies procedures for installing Integrated Display System (IDS) 804 software in each of the six LCD IDUs and in each of the three EIUs, if not already installed; followed by installing IDS 805 software, which includes EIU software part number COL3F–0034–E805 and Liquid Crystal Display (LCD) software part number 3177–COL–DL8–05.

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 **ADDRESSES** section.

Proposed AD Requirements in This NPRM

This proposed AD would require accomplishing the actions specified in the service information already described except for any differences identified as exceptions in the regulatory text of this proposed AD. For information on the procedures and compliance times, see this service information at *regulations.gov* under Docket No. FAA–2023–1649.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 19 airplanes of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Software Installation	Up to 6 work-hours × $85 per hour = Up to $510	Up to $650	Up to $1,160	Up to $22,040.

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.

The FAA is 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

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 proposed regulation:

(1) Is not a ''significant regulatory action'' under Executive Order 12866,

(2) Would not affect intrastate aviation in Alaska, and

(3) Would 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.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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:

The Boeing Company: Docket No. FAA–2023–1649; Project Identifier AD–2022–00905–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by October 10, 2023.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 747–8 and 747–8F series airplanes, certificated in any category, as identified in Boeing Alert Requirements Bulletin 747–31A2544 RB, dated March 31, 2020.

(d) Subject

Air Transport Association (ATA) of America Code: 31, Instruments.

(e) Unsafe Condition

This AD was prompted by a report that all six Integrated Display Units (IDUs) became blank when new flight plan data was entered in the Flight Management System (FMS), and by a determination that indication of decaying airspeed in certain scenarios is required. The FAA is issuing this AD to address problems with the Electronic Flight Instrumentation System (EFIS)/Engine Indicating and Crew Alerting System (EICAS) Interface Units (EIUs), which control the IDUs. The unsafe condition, if not addressed, could result in loss of all flight deck displays (Primary Flight Display (PFD)/EICAS/Navigation Display (ND), not including standby displays) combined with potential impact to the autopilot and auto-throttle functionality and lack of crew visibility of any subsequent system failures, which can prevent continued safe flight and landing; it could also result in inadequate alerting of decaying airspeed, unacceptably low airspeed, and loss of control of the airplane.

(f) Compliance

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

(g) Required Actions

Except as specified by paragraph (h) of this AD: At the applicable times specified in the ''Compliance'' paragraph of Boeing Alert Requirements Bulletin 747–31A2544 RB, dated March 31, 2020, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 747–31A2544 RB, dated March 31, 2020.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 747–31A2544, dated March 31, 2020, which is referred to in Boeing Alert Requirements Bulletin 747–31A2544 RB, dated March 31, 2020.

(h) Exceptions to Service Information Specifications

(1) Where the Compliance Time column of the table in the ''Compliance'' paragraph of Boeing Alert Requirements Bulletin 747–31A2544 RB, dated March 31, 2020, uses the phrase ''the original issue date of Requirements Bulletin 747–31A2544 RB,'' this AD requires using ''the effective date of this AD.''

(2) For Group 2 airplanes identified in Boeing Alert Requirements Bulletin 747–31A2544 RB, dated March 31, 2020: The concurrent requirements specified in Action 1 of Table 1 of the Accomplishment Instructions of Boeing Alert Requirements Bulletin 747–31A2544 RB, dated March 31, 2020, do not apply.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, AIR–520 Continued Operational Safety 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 responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: *9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.*

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, AIR–520 Continued Operational Safety Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(j) Related Information

For more information about this AD, contact Douglas Tsuji, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; telephone: 206–231–3548; email: *douglas.tsuji@faa.gov.*

(k) 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.

(i) Boeing Alert Requirements Bulletin 747–31A2544 RB, dated March 31, 2020.

(ii) [Reserved]

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster Boulevard, MC 110–SK57, Seal Beach, CA 90740–5600; telephone 562–797–1717; website: *myboeingfleet.com.*

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th Street, Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(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, *fr.inspection@nara.gov,* or go to: *www.archives.gov/federal-register/cfr/ibr-locations.html.*

Issued on July 26, 2023.

Victor Wicklund,

Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2023–17775 Filed 8–24–23; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

15 CFR Part 922

[Docket No. 230807–0185]

RIN 0648–BL31

Proposed Chumash Heritage National Marine Sanctuary

AGENCY: Office of National Marine Sanctuaries (ONMS), National Ocean Service, National Oceanic and Atmospheric Administration (NOAA), Department of Commerce.

ACTION: Proposed rule; notification of availability of draft environmental impact statement and draft management plan; request for public comment.

SUMMARY: NOAA proposes to designate Chumash Heritage National Marine Sanctuary (CHNMS) in the waters along and offshore of the coast of central California to recognize the national significance of the area's ecological, historical, archaeological, and cultural resources and to manage this special place as part of the National Marine Sanctuary System. The sanctuary boundary would encompass 5,617 square miles (mi^2) (4,242 nmi^2) of submerged lands and marine waters from Montaña de Oro State Park in San Luis Obispo County to Naples along the Gaviota Coast in Santa Barbara County. NOAA proposes to establish the terms of designation for CHNMS and proposes regulations to implement the national marine sanctuary designation. NOAA is also publishing a draft environmental impact statement (draft EIS) and draft management plan, and soliciting public comment on the proposed rule, draft EIS, and draft management plan.

DATES:

Comments due: NOAA will consider all comments received by October 25, 2023.

Public comment meetings: NOAA will host two in-person public comment meetings and one virtual public comment meeting on the following dates and times:

- *Meeting #1:* Monday, September 25, 2023; *Time:* 5 p.m.; *Location:* San Luis Obispo, CA.
- *Meeting #2:* Wednesday, September 27, 2023; *Time:* 5 p.m.; *Location:* Lompoc, CA.
- *Meeting # 3:* Thursday, October 12, 2023; *Time:* 1 p.m. Pacific Time; *Location:* Virtual.

ADDRESSES:

Comments: You may submit comments on this document, identified by NOAA–NOS–2021–0080, by any of the following methods:

- *Federal e-Rulemaking Portal: https://www.regulations.gov* and search for docket NOAA–NOS–2021–0080. Follow the instructions for sending comments.
- *Mail:* Send any hard copy public comments by mail to Paul Michel, Regional Policy Coordinator, 99 Pacific Street, Suite 100F, Monterey, CA 93940.
- *Public Meetings:* Provide oral comments during a public meeting, as described under **DATES**. Webinar registration details and additional information about how to participate in these public scoping meetings is available at: *https://sanctuaries.noaa.gov/chumash-heritage/.*

Instructions: Comments sent by any other method, to any other address or individual, or received after the end of the comment period, may not be considered by NOAA. All comments received are a part of the public record and will generally be posted for public viewing on *www.regulations.gov* without change. All personal identifying information (*e.g.,* name, address), confidential business information, or otherwise sensitive information submitted voluntarily by the sender will be publicly accessible. NOAA will accept anonymous comments (enter ''N/A'' in the required fields if you wish to remain anonymous). Copies of the proposed rule, draft EIS, and draft management plan can be downloaded or viewed on the internet at *www.regulations.gov* (search for docket # NOAA–NOS–2021–0080). Copies can also be obtained by contacting the person identified under **FOR FURTHER INFORMATION CONTACT**.

- *Meetings:* The meetings will be held in the following locations:
- *Meeting #1:* County of San Luis Obispo Board of Supervisors Hearing Room, 1055 Monterey Street, San Luis Obispo, CA 93408.
- *Meeting #2:* Dick DeWees Community Center, 1120 West Ocean Avenue, Lompoc, CA 93436.
- *Meeting #3:* Virtual, please see *https://sanctuaries.noaa.gov/chumash-heritage/* for details.

NOAA may substitute a virtual meeting platform rather than a public meeting if public safety concerns remain to prevent the spread of COVID–19. NOAA may take audio recordings of the public meetings, including the public comment portion of the meetings. Please check *https://sanctuaries.noaa.gov/chumash-heritage/* for updated information on public meetings.

FOR FURTHER INFORMATION CONTACT: Paul Michel, Regional Policy Coordinator, 99 Pacific Street, Suite 100F, Monterey, CA 93940, 831–647–6450, *paul.michel@noaa.gov.*

SUPPLEMENTARY INFORMATION:

I. Introduction

A. Background

The National Marine Sanctuaries Act (NMSA; 16 U.S.C. 1431 *et seq.*) authorizes the Secretary of Commerce (Secretary) to designate and protect as national marine sanctuaries areas of the marine environment that are of special national significance due to their conservation, recreational, ecological, historical, scientific, cultural, archaeological, educational, or esthetic qualities. Day-to-day management of national marine sanctuaries has been delegated by the Secretary to ONMS. The primary objective of the NMSA is to protect the resources of the National Marine Sanctuary System.