

**DEPARTMENT OF TRANSPORTATION****Office of the Secretary****14 CFR Parts 11, 300, and 302****49 CFR Parts 1, 5, 7, 106, 211, 389, 553, and 601**

RIN 2105-AE84

**Administrative Rulemaking, Guidance, and Enforcement Procedures***Correction*

In rule document 2019-26672, appearing on pages 71714 through 71734, in the issue of Friday, December 27, 2019 make the following corrections:

1. Correction document C1-2019-26672 published by the Office of the Federal Register, appearing on page 1747, in the issue of Monday, January 13, 2020 was incorrect and is withdrawn.

**§ 5.23 [Corrected]**

2. On page 71726, in the second column, in the third paragraph, on the second line from the bottom, “its<sup>8</sup> officers” should read “its officers”.

3. On the same page, in the same column, in the footnotes, footnote 8 should be removed.

[FR Doc. C2-2019-26672 Filed 1-17-20; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2019-0986; Product Identifier 2019-NM-201-AD; Amendment 39-21020; AD 2019-25-55]

RIN 2120-AA64

**Airworthiness Directives; The Boeing Company Airplanes**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for The Boeing Company Model 737-300, -400, and -700 series airplanes, modified to a Bedek Division Special Freighter (BDSF) by Supplemental Type Certificate (STC) ST01566LA, ST01961SE, or ST02556SE, with a 9G rigid barrier. An emergency AD was sent to all known U.S. owners and operators of these airplanes. This AD requires complying with loading restrictions and methods. This AD was prompted by a review of the

manufacturing process for the 9G rigid barrier installed on BDSF conversions that identified a manufacturing non-compliance. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective January 21, 2020 to all persons except those persons to whom it was made immediately effective by Emergency AD 2019-25-55, issued on December 13, 2019, which contained the requirements of this amendment.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of January 21, 2020.

The FAA must receive comments on this AD by March 6, 2020.

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

For service information identified in this final rule, contact Israel Aerospace Industries, LTD., Ben-Gurion International Airport, 70100 Israel; telephone 972-3-935-3090; email [aviation\\_group@iai.co.il](mailto:aviation_group@iai.co.il); internet <https://www.iai.co.il/about/groups/aviation-group>. You may view this service information at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. It is also available on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0986.

**Examining the AD Docket**

You may examine the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0986; 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 final rule, the regulatory evaluation, any comments received, and other information. The street address for Docket Operations is listed above. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** Eric Lin, Aerospace Engineer, Airframe Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3523; email: [eric.lin@faa.gov](mailto:eric.lin@faa.gov).

**SUPPLEMENTARY INFORMATION:****Discussion**

The Civil Aviation Authority of Israel (CAAI), which is the aviation authority for Israel, has issued Israeli AD ISR-I-53-2019-12-6, dated December 12, 2019 (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition for The Boeing Company Model 737-300, -400, and -700 series airplanes, modified to a BDSF by STC ST01566LA, ST01961SE, or ST02556SE, with a 9G rigid barrier. You may examine the MCAI on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0986.

On December 13, 2019, the FAA issued Emergency AD 2019-25-55, which requires complying with loading restrictions and methods. The emergency AD was sent previously to all known U.S. owners and operators of these airplanes. This action was prompted by a review of the manufacturing process for the 9G rigid barrier installed on BDSF conversions that identified a manufacturing non-compliance. It has been found that the surface preparation before bonding was improperly done, which can affect the 9G rigid barrier’s strength characteristics. This condition, if not addressed, could result in the potential failure of the 9G rigid barrier under certain emergency landing loads, which could injure occupants. See the MCAI for additional background information.

**Related Service Information Under 14 CFR Part 51**

The FAA reviewed Israel Aerospace Industries Service Bulletin 365-00-054, dated December 2019. This service information describes loading restrictions and methods that include reducing the cargo weights for each loading configuration and using additional straps when necessary to address 9G rigid barrier manufacturing non-compliance. 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 the **ADDRESSES** section.

**FAA’s Determination**

Pursuant to a bilateral agreement with the State of Design Authority, the FAA has been notified of the unsafe