more effective method than Modification TU 147 to reduce the risk of uncoupling between the low-pressure (LP) fuel pump impeller and the high-pressure (HP) fuel pump shaft of the HP/LP pump and hydro-mechanical metering unit (HMU). We are issuing this AD to prevent failure of the HMU. The unsafe condition, if not corrected, could result in failure of the engine, in-flight shutdown, and loss of the helicopter.

(f) Compliance

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

(1) Check the transmissible torque between the LP fuel pump impeller and the HP fuel pump shaft as follows:

(i) For pre-Modification TU 147 HMUs, check the torque before accumulating 500 engine flight hours (FHs) since March 11, 2010 or before the next flight, whichever occurs later. Use Paragraph 2 of Turbomeca Alert Mandatory Service Bulletin (MSB) A292 73 2830, Version B, dated July 10, 2009 to do the check.

(ii) For HMUs that incorporated Modification TU 147 on or before March 31, 2010, and those HMUs not listed in Figures 2 or 3 of Turbomeca Alert MSB A292 73 2836, Version A, dated August 17, 2010, check the torque before the next flight. Use Paragraph 2 of Turbomeca Alert MSB A292 73 2836, Version A, to do the check.

(2) If the HMU does not pass the torque check, replace the HMU with a post-Modification TU 178 HMU before the next flight.

(g) Mandatory Terminating Action

Within 2,200 engine FHs or 72 months after the effective date of this AD, whichever occurs first, replace any pre-Modification TU 178 HMU with a post-Modification TU 178 configuration HMU.

(h) Installation Prohibition

After the effective date of this AD, do not install a pre-Modification TU 178 HMU on engines incorporating a post-Modification TU 178 HMU.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, FAA, may 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. You may email your request to: *ANE-AD-AMOC@faa.gov.*

(2) 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.

(j) Related Information

(1) For more information about this AD, contact Robert Green, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781–238–7754; fax: 781–238–7199; email: *robert.green@faa.gov.*

(2) Refer to MCAI European Aviation Safety Agency AD 2017–0102, dated June 13, 2017, for more information. You may examine the MCAI in the AD docket on the Internet at *http://www.regulations.gov* by searching for and locating it in Docket No. FAA–2009–0889.

(3) For service information identified in this AD, contact Safran Helicopter Engines, S.A., 40220 Tarnos, France; phone: (33) 05 59 74 40 00; fax: (33) 05 59 74 45 15. You may view this referenced service information at the FAA, Engine and Propeller Standards Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781–238–7125.

Issued in Burlington, Massachusetts, on September 29, 2017.

Robert J. Ganley,

Manager, Engine and Propeller Standards Branch, Aircraft Certification Service.

[FR Doc. 2017–21344 Filed 10–5–17; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2017–0902; Product Identifier 2016–NM–188–AD]

RIN 2120–AA64

Airworthiness Directives; Airbus Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to supersede Airworthiness Directive (AD) 2004–03–07, which applies to certain Airbus Model A320–111, –211, –212, and –231 series airplanes. AD 2004–03–07 requires repetitive inspections for fatigue cracking around the fasteners attaching the pressure panel to the flexible bracket at frame (FR) 36, adjacent to the longitudinal beams on the left and right sides of the airplane; and repair as necessary. Since we issued AD 2004–03–07, additional cracking has been found under the longitudinal beams in locations outside of the inspection areas required by AD 2004–03–07. This proposed AD would retain certain requirements of AD 2004–03–07, expand the applicability, and require an inspection of the fastener holes on the pressure panel between FR 35 and FR 36 under the longitudinal beam and modification or repair as applicable. We are proposing this AD to address the unsafe condition on these products.

DATES: We must receive comments on this proposed AD by November 20, 2017.

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:* 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 NPRM, contact Airbus, Airworthiness Office—EIAS, 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.* 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.

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–2017–0902; 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 proposed 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: Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW., Renton, WA 98057–3356; telephone 425–227–1405; fax 425–227–1149.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the **ADDRESSES** section. Include ''Docket No. FAA–2017–0902; Product Identifier 2016–NM–188–AD at the beginning of your comments. We specifically invite comments on the overall regulatory,

economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this proposed 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 proposed AD.

Discussion

On January 29, 2004, we issued AD 2004–03–07, Amendment 39–13451 (69 FR 5907, February 9, 2004) (''AD 2004–03–07''), for certain Airbus Model A320–111, –211, –212, and –231 series airplanes. AD 2004–03–07 was prompted by fatigue tests which revealed cracking around the fasteners attaching the pressure panel to the flexible bracket at FR 36, adjacent to the longitudinal beams on the left and right sides of the airplane. Investigation revealed that the damage was caused by high loads in this area. AD 2004–03–07 requires repetitive inspections for fatigue cracking around the fasteners attaching the pressure panel to the flexible bracket at FR 36, adjacent to the longitudinal beams on the left and right sides of the airplane; and repair as necessary. AD 2004–03–07 also provides an optional terminating action for the repetitive inspections. We issued AD 2004–03–07 to detect and correct fatigue cracking around the fasteners attaching the pressure panel to the flexible bracket at the FR 36 adjacent to the longitudinal beams, which could result in reduced structural integrity and possible rapid decompression of the airplane.

Since we issued AD 2004–03–07, additional cracks have been found under the longitudinal beams at locations that are not included in the inspection area required by AD 2004–03–07. Fatigue and damage tolerance analyses were performed and the results indicated that all the holes in the pressure panel above the longitudinal beams have to be cold worked.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA Airworthiness Directive 2016–0206, dated October 13, 2016; corrected October 14, 2016 (referred to after this as the Mandatory Continuing Airworthiness Information, or ''the MCAI''), to correct an unsafe condition for certain Airbus Model A318 and Model A319 series airplanes, Model A320–211, –212, –214, –231, –232, and –233 airplanes, and Model A321–111, –112, –131, –211, –212, –213, –231, and –232 airplanes. The MCAI states:

> During fatigue tests, cracks were found around the fasteners connecting the pressure panel with the flexible bracket at fuselage frame (FR) 36, adjacent to the longitudinal beams on left-hand (LH) and right-hand (RH) sides.
>
> This condition, if not detected and corrected, could impair the structural integrity of the aeroplane.
>
> To address this unsafe condition, DGAC [Direction Générale de l'Aviation Civile] France issued [French] AD 2000–531–155(B) [which corresponds with FAA AD 2004–03–07] to require repetitive inspections of the longitudinal beams of the FR 36 pressure panel and, depending on findings, the accomplishment of a repair.
>
> Since that [French] AD was issued, additional cracks have been found under the beams, but in locations not covered by the required inspections. Fatigue and damage tolerance analyses were performed, the results of which indicated that all the holes in the pressure panel above all the longitudinal beams have to be cold worked.
>
> For the reasons described above, this [EASA] AD retains the requirements of DGAC France AD 2000–531–155(B), which is superseded, extends the applicability to all A320 family aeroplanes and requires [a special detailed inspection of the fastener holes on the pressure panel between FR35 and FR36 under the longitudinal beam and] modification [or repair] of all the affected holes.
>
> This [EASA] AD is republished to correct the number of the superseded DGAC AD.

You may examine the MCAI in the AD docket on the Internet at *http://www.regulations.gov* by searching for and locating Docket No. FAA–2017–0902.

Related Service Information Under 1 CFR Part 51

Airbus has issued Service Bulletin A320–53–1264, Revision 01, dated July 4, 2016. The service information describes procedures for a special detailed inspection (rotating probe) for cracking of the fastener holes on the pressure panel between FR 35 and FR 36 under the longitudinal beam and repair of any crack.

Airbus has also issued Service Bulletin A320–53–1240, Revision 01, dated April 4, 2016, which describes procedures for modifying the pressure panel above the left and right longitudinal beams, including related investigative action (*e.g.,* high frequency eddy current (rototest) inspection of all the removed fastener holes) and corrective actions (*e.g.,* repair), by cold working the attachment holes under the longitudinal beam at FR 36 for airplanes on which no cracking was found.

In addition, Airbus issued Service Bulletin A320–53–1263, Revision 01, dated February 29, 2016, which describes procedures for modifying the pressure panel above the left and right longitudinal beams, including related investigative actions (*e.g.,* eddy current rotating probe inspection of the fastener holes) and corrective actions (*e.g.,* repair), by adding a doubler and a filler, and cold expansion of the holes under the longitudinal beam at FR 36 for airplanes on which cracking was found.

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 and Requirements of This Proposed 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 and service information referenced above. We are proposing this AD because we evaluated all pertinent information and determined an unsafe condition exists and is likely to exist or develop on other products of these same type designs.

Differences Between This Proposed AD and the MCAI or Service Information

The MCAI specifies that operators can calculate revised thresholds for Model A319 and A320 series airplanes with sharklets installed (Airbus Service Bulletin A320–57–1193). This proposed AD does not include those calculations because the calculations could result in different inspection thresholds for each individual airplane. However, under the provisions of paragraph (o)(1) of this AD, we will consider requests for approval of alternative compliance times.

Costs of Compliance

We estimate that this proposed AD affects 737 airplanes of U.S. registry.

We estimate the following costs to comply with this proposed AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Inspection [Retained from AD 2004–03–07].	Up to 2 work-hours × $85 per hour = $170 per inspection cycle.	$0	Up to $170 per inspection cycle.	Up to $125,290 per inspection cycle.
Inspection [new proposed requirement].	13 work-hours × $85 per hour = $1,105	0	$1,105	$814,385.

We estimate the following costs to do any necessary modifications that would be required based on the results of the proposed inspection. We have no way of determining the number of aircraft that might need these modifications:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Modification	Up to 213 work-hours × $85 per hour = $18,105	Up to $8,510	Up to $26,615.
Reporting	1 work-hour × $85 per hour = $85	$0	$85.

We have received no definitive data that would enable us to provide a cost estimate for the on-condition repairs specified in the service information.

Paperwork Reduction Act

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to 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 control number for the collection of information required by this NPRM is 2120–0056. The paperwork cost associated with this NPRM has been detailed in the Costs of Compliance section of this document and includes time for reviewing instructions, as well as completing and reviewing the collection of information. Therefore, all reporting associated with this NPRM is 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.

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 proposed 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 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. 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.

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 removing Airworthiness Directive (AD) 2004–03–07, Amendment 39–13451 (69 FR 5907, February 9, 2004), and adding the following new AD:

Airbus: Docket No. FAA–2017–0902; Product Identifier 2016–NM–188–AD.

(a) Comments Due Date

We must receive comments by November 20, 2017.

(b) Affected ADs

This AD replaces AD 2004–03–07, Amendment 39–13451 (69 FR 5907, February 9, 2004) (''AD 2004–03–07'').

(c) Applicability

This AD applies to the Airbus airplanes identified in paragraphs (c)(1) through (c)(4) of this AD, certificated in any category, except for airplanes on which Airbus Modification 151574 was embodied in production.

(1) Model A318–111, –112, –121, and –122 airplanes.

(2) Model A319–111, –112, –113, –114, –115, –131, –132, and –133 airplanes.

(3) Model A320–211, –212, –214, –231, –232, and –233 airplanes.

(4) Model A321–111, –112, –131, –211, –212, –213, –231, and –232 airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 53, Fuselage.

(e) Reason

This AD was prompted by fatigue tests which revealed cracking around the fasteners attaching the pressure panel to the flexible bracket at frame (FR) 36, adjacent to the longitudinal beams on the left and right sides of the airplane. We are issuing this AD to detect and correct fatigue cracking around the fasteners attaching the pressure panel to the flexible bracket at the FR 36 adjacent to the longitudinal beams, which could result in reduced structural integrity of the airplane and possible rapid decompression of the airplane.

(f) Compliance

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

(g) Retained Inspection and Follow-On Actions, With No Changes

This paragraph restates the requirements of paragraphs (a) and (b) of AD 2004–03–07, with no changes.

(1) For Model A320–211, –212, and –231 series airplanes having serial numbers 0002 through 0107 inclusive, except those airplanes on which Airbus Modification 21202/K1432 has been incorporated in production, or on which Airbus Service Bulletin A320–53–1029, Revision 01, dated April 29, 2002, has been incorporated: Prior to the accumulation of 30,000 total flight cycles, do a rotating probe inspection on airplanes with a center fuel tank, or a detailed inspection on airplanes without a center fuel tank, to detect cracking around the fasteners that attach the pressure panel to the flexible bracket at FR 36, adjacent to the longitudinal beams on the left and right sides of the airplane, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–53–1030, Revision 01, dated May 21, 2002.

(2) If no crack is detected by the inspection required by paragraph (g)(1) of this AD, repeat the applicable inspection thereafter at intervals not to exceed 6,000 flight cycles for airplanes without a center fuel tank, and at intervals not to exceed 18,000 flight cycles for airplanes with a center fuel tank.

(h) Retained Corrective Actions, With Specific Delegation Approval Language

This paragraph restates the requirements of paragraphs (c) and (d) of AD 2004–03–07, with specific delegation approval language.

(1) If any crack is detected during any inspection required by paragraph (g)(1) of this AD, before further flight, repair the affected structure by accomplishing all applicable actions in accordance with paragraphs 3.B. through 3.E. of the Accomplishment Instructions of Airbus Service Bulletin A320–53–1030, Revision 01, dated May 21, 2002. Repeat the applicable inspection thereafter at intervals not to exceed 6,000 flight cycles for airplanes without a center fuel tank, and at intervals not to exceed 18,000 flight cycles for airplanes with a center fuel tank. For any area where cracking is repaired, the repair constitutes terminating action for the repetitive inspection of that area.

Note 1 to paragraph (h)(1) of this AD: Airbus Service Bulletin A320–53–1030 references Airbus Service Bulletin A320–53–1029, Revision 01, dated April 29, 2002, as an additional source of service information for certain repairs.

(2) If Airbus Service Bulletin A320–53–1030, Revision 01, dated May 21, 2002, specifies to contact the manufacturer for appropriate action: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (o)(2) of this AD.

(i) Retained Optional Terminating Action for Paragraphs (g) and (h) of This AD, With Revised Compliance Language

This paragraph restates the requirements of paragraph (e) of AD 2004–03–07, with revised compliance language. For Model A320–211, –212, and –231 series airplanes having serial numbers 0002 through 0107 inclusive, except those airplanes on which Airbus Modification 21202/K1432 has been incorporated in production, or Airbus Service Bulletin A320–53–1029, Revision 01, dated April 29, 2002: Modification, before the effective date of this AD, of the structure around the fasteners that attach the pressure panel to the flexible bracket at FR 36, adjacent to the longitudinal beams on the left and right sides of the airplane, by accomplishing all applicable actions in accordance with paragraphs 3.A. through 3.E. of the Accomplishment Instructions of Airbus Service Bulletin A320–53–1029, Revision 01, dated April 29, 2002, constitutes terminating action for the actions required by paragraphs (g) and (h) of this AD.

(j) New Requirement of This AD: Inspection

For all airplanes, except for airplanes identified in paragraph (l) of this AD: At the applicable time specified in table 1 to paragraph (j) of this AD, do a special detailed inspection for cracking of the fastener holes on the pressure panel between FR 35 and FR 36 under the longitudinal beam, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–53–1264, Revision 01, dated July 4, 2016.

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Table 1 to Paragraph (j) of this AD - *Pressure Panel Inspection /Modification Threshold*

Affected airplanes	**Time accumulated by the airplane on the effective date of this AD** (flight cycles and flight hours since the airplane's first flight)	**Compliance time** (flight cycles or flight hours, whichever occurs first)
All airplanes, except Model A318 Elite airplanes; Model A319CJ airplanes (Corporate Jet - airplanes equipped with Modifications 28238, 28162, and 28342); Airbus Model A319 series airplanes on which the actions specified in Airbus Service Bulletin A320-57-1193 have been embodied (sharklets installed as retrofit); Airbus Model A320 series airplanes on which the actions specified in Airbus Service Bulletin A320-57-1193 have been embodied (sharklets installed as retrofit)	Less than 12,000 flight cycles and 24,000 flight hours	**A:** Before accumulating 12,000 flight cycles or 24,000 flight hours since the airplane's first flight; or **B:** Within 5,000 flight cycles or 10,000 flight hours after the effective date of this AD; whichever occurs later, A or B
	12,000 flight cycles or 24,000 flight hours or more, but less than 30,000 flight cycles and 60,000 flight hours	Within 5,000 flight cycles or 10,000 flight hours after the effective date of this AD, without exceeding 33,000 flight cycles or 66,000 flight hours since the airplane's first flight
	30,000 flight cycles or 60,000 flight hours or more, but less than 40,000 flight cycles and 80,000 flight hours	Within 3,000 flight cycles or 6,000 flight hours after the effective date of this AD, without exceeding 41,800 flight cycles or 83,600 flight hours since the airplane's first flight
	40,000 flight cycles or 80,000 flight hours or more, but less than 44,000 flight cycles and 88,000 flight hours	Within 1,800 flight cycles or 3,600 flight hours after the effective date of this AD, without exceeding 44,600 flight cycles or 89,200 flight hours since the airplane's first flight
	44,000 flight cycles or 88,000 flight hours or more	Within 600 flight cycles or 1,200 flight hours after the effective date of this AD

Affected airplanes	Time accumulated by the airplane on the effective date of this AD (flight cycles and flight hours since the airplane's first flight)	Compliance time (flight cycles or flight hours, whichever occurs first)
Model A318 Elite airplanes	Less than 11,300 flight cycles and 33,900 flight hours	**A**: Before accumulating 11,300 flight cycles or 33,900 flight hours since airplane first flight; or **B**: Within 2,500 flight cycles or 7,600 flight hours after the effective date of this AD; whichever occurs later, **A** or **B**
	11,300 flight cycles or 33,900 flight hours or more	Within 2,500 flight cycles or 7,600 flight hours after the effective date of this AD
Model A319 CJ airplanes on which the actions specified in Airbus Service Bulletin A320-57-1193 have not been embodied (sharklets not installed)	Less than 6,300 flight cycles and 27,000 flight hours	**A**: Before accumulating 6,300 flight cycles or 27,000 flight hours since airplane first flight; or **B**: Within 2,300 flight cycles or 11,300 flight hours after the effective date of this AD; whichever occurs later, **A** or **B**
	6,300 flight cycles or 27,000 flight hours or more, but less than 14,300 flight cycles and 68,300 flight hours	Within 2,300 flight cycles or 11,300 flight hours after the effective date of this AD, without exceeding 15,700 flight cycles or 75,100 flight hours since the airplane's first flight
	14,300 flight cycles or 68,300 flight hours or more	Within 1,400 flight cycles or 6,800 flight hours after the effective date of this AD

Affected airplanes	Time accumulated by the airplane on the effective date of this AD (flight cycles and flight hours since the airplane's first flight)	Compliance time (flight cycles or flight hours, whichever occurs first)
Model A319 and A320 series airplanes on which the actions specified in Airbus Service Bulletin A320-57-1193 have been embodied (sharklets installed)	Less than 9,000 flight cycles and 18,000 flight hours	**A**: Before accumulating 9,800 flight cycles or 19,600 flight hours since the airplane's first flight; or **B**: Within 3,300 flight cycles or 6,600 flight hours after the effective date of this AD; whichever occurs later, **A** or **B***
	9,000 flight cycles or 18,000 flight hours or more, but less than 24,000 flight cycles and 48,000 flight hours	Within 3,300 flight cycles or 6,600 flight hours after the effective date of this AD, without exceeding 25,300 flight cycles or 50,600 flight hours since the airplane's first flight*
	24,000 flight cycles or 48,000 flight hours or more, but less than 30,000 flight cycles and 60,000 flight hours	Within 1,300 flight cycles or 2,600 flight hours after the effective date of this AD, without exceeding 30,700 flight cycles or 61,400 flight hours since the airplane's first flight*
	30,000 flight cycles or 60,000 flight hours or more, but less than 32,000 flight cycles and 64,000 flight hours	Within 700 flight cycles or 1,400 flight hours after the effective date of this AD, without exceeding 32,300 flight cycles or 64,600 flight hours since the airplane's first flight*
	32,000 flight cycles or 64,000 flight hours or more, but less than 33,000 flight cycles and 66,000 flight hours	Within 300 flight cycles or 600 flight hours after the effective date of this AD, without exceeding 33,000 flight cycles or 66,000 flight hours since the airplane's first flight; or within 30 days after the effective date of this AD; whichever occurs later*

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Affected airplanes	Time accumulated by the airplane on the effective date of this AD (flight cycles and flight hours since the airplane's first flight)	Compliance time (flight cycles or flight hours, whichever occurs first)
Model A319 airplanes used as CJ post Airbus Service Bulletin A320-57-1193	Less than 4,200 flight cycles and 18,000 flight hours	**A**: Before accumulating 4,500 flight cycles or 19,600 flight hours since the airplane's first flight; or **B**: Within 1,600 flight cycles or 6,800 flight hours after the effective date of this AD; whichever occurs later, **A** or **B****
	4,200 flight cycles or 18,000 flight hours or more, but less than 14,300 flight cycles and 61,400 flight hours	Within 1,600 flight cycles or 6,800 flight hours after the effective date of this AD, without exceeding 15,300 flight cycles or 65,700 flight hours since the airplane's first flight**
	14,300 flight cycles or 61,400 flight hours or more but less than 18,000 flight cycles or 77,400 flight hours	Within 1,000 flight cycles or 4,300 flight hours after the effective date of this AD**
For A319 and A320 airplanes with a sharklet installed as a retrofit (post-Airbus Service Bulletin A320-57-1193 (post-mod 160080)): Guidance on determining an alternative compliance time for the initial inspection can be found in in "Compliance Time" of Part 2, Damage Tolerant Airworthiness Limitation Items, of the Model A318/A319/A320/A321 Airworthiness Limitations Section; however, to use that alternative compliance time, operators must request an alternative method of compliance using a method approved in accordance with the procedures specified in paragraph (o)(1) of this AD.		
* Without exceeding the time at which an inspection is required through the threshold or compliance time of a Model A320 airplane, pre-Airbus Service Bulletin A320-57-1193 (pre-mod 160080).		
** Without exceeding the time at which an inspection is required through the threshold or compliance time of a Model A319CJ airplane, pre-Airbus Service Bulletin A320-57-1193 (pre-mod 160080).		

(k) On-Condition Actions

(1) If, during any inspection required by paragraph (j) of this AD, no cracking is found, or cracking is found that is within the limits specified in Airbus Service Bulletin A320–53–1264, Revision 01, dated July 4, 2016: Before further flight, modify the pressure panel above the left and right longitudinal beams, including doing all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–53–1240, Revision 01, dated April 4, 2016; or Service Bulletin A320–53–1263, Revision 01, dated February 29, 2016; as applicable. Do all related investigative and corrective actions before further flight. Where Airbus Service Bulletin A320–53–1240, Revision 01, dated April 4, 2016; and Service Bulletin A320–53–1263, Revision 01, dated February 29, 2016; specify to contact Airbus for appropriate action: Before further flight, accomplish the repair in accordance with the procedures specified in paragraph (o)(2) of this AD.

(2) If, during any inspection required by paragraph (j) of this AD, any cracking is found that exceeds the limits specified in Airbus Service Bulletin A320–53–1264, Revision 01, dated July 4, 2016: Do the actions specified in, and at the compliance times specified in, paragraphs (k)(2)(i) and (k)(2)(ii) of this AD.

(i) Before further flight, repair any cracking in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–53–1264, Revision 01, dated July 4, 2016. Where Airbus Service Bulletin A320–53–1264, Revision 01, dated July 4, 2016, specifies to contact Airbus for appropriate action, and specifies that action as ''RC'' (Required for Compliance): Before further flight, request approval of repair instructions using a method approved in accordance with the procedures specified in paragraph (o)(2) of this AD, and accomplish the repair accordingly within the compliance time specified in those instructions. If no compliance time is defined in the repair instructions, accomplish the repair before further flight.

(ii) At the times specified in paragraph (k)(2)(ii)(A) or (k)(2)(ii)(B) of this AD, as applicable: Report any findings of cracking that exceeds the limits specified in Airbus Service Bulletin A320–53–1264, Revision 01, dated July 4, 2016, to Airbus Customer Services through TechRequest on Airbus World (*https://w3.airbus.com/*) by selecting Engineering Domain and ATA 57–10.

(A) If the inspection was done on or after the effective date of this AD: Report within 90 days after that inspection.

(B) If the inspection was done before the effective date of this AD: Report within 90 days after the effective date of this AD.

(l) Actions for Certain Airplanes

For Model A319 and Model A320 series airplanes on which the actions specified in Airbus Service Bulletin A320–57–1193 have been embodied and the airplane has accumulated 33,000 flight cycles or 66,000 flight hours or more since the airplane's first flight on the effective date of this AD: Within 30 days after the effective date of this AD, contact the Manager, International Section, Transport Standards Branch FAA; or the EASA; or Airbus's EASA DOA for approved repair instructions and within the compliance time specified in those instructions, accomplish the repair accordingly. If no compliance time is defined in the repair instructions, accomplish the repair before the next flight.

(m) Terminating Action for Repetitive Inspections Required by Paragraph (g)(2) of This AD

(1) Modification of an airplane as specified in paragraph (m)(1)(i), (m)(1)(ii), or (m)(1)(iii) of this AD constitutes terminating action for the repetitive inspection required by paragraph (g)(2) of this AD for that airplane only.

(i) Modification of an airplane as required by paragraph (k)(1) of this AD.

(ii) Modification of an airplane prior to the effective date of this AD, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–53–1240, dated March 19, 2015; or Airbus Service Bulletin A320–53–1263, dated March 19, 2015; as applicable.

(iii) Modification of an airplane using instructions obtained in accordance with the procedures specified in paragraph (o)(2) of this AD.

(2) Repair of an airplane as required by paragraph (k)(2) of this AD constitutes terminating action for the repetitive inspections required by paragraph (g)(2) of this AD for that airplane, unless specified otherwise in the repair instructions approved by the Manager, International Section, Transport Standards Branch, FAA; or the EASA; or Airbus's EASA DOA.

(n) Credit for Previous Actions

(1) This paragraph provides credit for actions required by paragraphs (g) and (h)(1) of this AD, if those actions were performed before March 15, 2004 (the effective date of AD 2004–03–07) using Airbus Service Bulletin A320–53–1030, dated January 5, 2000; or Airbus Service Bulletin A320–53–1029, dated January 5, 2000.

(2) This paragraph provides credit for actions required by paragraph (j) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A320–53–1264, dated March 19, 2015.

(3) This paragraph provides credit for actions required by paragraph (k)(1) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A320–53–1240, dated March 19, 2015; or Airbus Service Bulletin A320–53–1263, dated March 19, 2015; for that airplane only.

(o) 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 Branch, send it to the attention of the person identified paragraph (p)(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:* As of the effective date of this AD, 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 Airbus's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC):* Except as required by paragraph (k)(2)(i) 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.

(4) *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 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.

(p) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016–0206, dated October 13, 2016; corrected October 14, 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–2017–0902.

(2) For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW.,

Renton, WA 98057–3356; telephone 425–227–1405; fax 425–227–1149.

(3) For service information identified in this AD, contact Airbus, Airworthiness Office—EIAS, 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.* 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.

Issued in Renton, Washington, on September 21, 2017.

Dionne Palermo,

Acting Director, System Oversight Branch, Aircraft Certification Service.

[FR Doc. 2017–21221 Filed 10–5–17; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No.: FAA–2017–0879]

RIN 2120–AA65

Criteria and Process for the Cancellation of Standard Instrument Approach Procedures as Part of the National Procedures Assessment (NPA)

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

ACTION: Proposed policy and request for comment.

SUMMARY: As new technology facilitates the introduction of area navigation (RNAV) instrument approach procedures over the past decade, the number of procedures available in the National Airspace System has nearly doubled. The complexity and cost to the Federal Aviation Administration (FAA) of maintaining the instrument flight procedures inventory while expanding the new RNAV capability is not sustainable. The FAA is considering the cancellation of certain circling procedures (to include circling-only instrument approach procedures (IAPs) and circling minima charted on straight-in IAPs). The FAA proposes specific criteria to guide the identification and selection of appropriate circling procedures that can be considered for cancellation. The circling procedures associated with this cancellation initiative would be selected from the criteria outlined below. This document is not a part of the FAA's VOR minimum operating network (MON) initiative.

DATES: Comments must be received on or before November 6, 2017.

ADDRESSES: Send comments identified by docket number FAA–2017–0879 using any of the following methods:

- *Federal eRulemaking Portal:* Go to *http://www.regulations.gov* and follow the online instructions for sending your comments electronically.
- *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE., Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.
- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 and 5 p.m., Monday through Friday, except Federal holidays.
- *Fax:* Fax comments to Docket Operations at 202–493–2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to *www.regulations.gov,* as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at *www.dot.gov/privacy.*

Docket: Background documents or comments received may be read at *http://www.regulations.gov* at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this action, contact Lonnie Everhart, Aeronautical Information Services AJV–5, Federal Aviation Administration, Air Traffic Organization, 6500 S. MacArthur Blvd, Oklahoma City, OK 73169; Telephone (405) 954–4576; Email *AMC-ATO-IFP-Cancellations@faa.gov.*

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

Under 49 U.S.C. 40103(a), the Administrator has broad authority to regulate the safe and efficient use of the navigable airspace. The Administrator is also authorized to issue air traffic rules and regulations to govern the flight, navigation, protection, and identification of aircraft for the protections of persons and property on the ground and for the efficient use of the navigable airspace. 49 U.S.C. 40103(b). Under Section 44701(a)(5), the Administrator promotes safe flight of civil aircraft in air commerce by prescribing regulations and minimum standards for other practices, methods, and procedures necessary for safety in air commerce and national security. This action is within the scope of that authority.

IAPs are promulgated by rulemaking procedures and are incorporated by reference pursuant to 5 U.S.C. 552(a) and 1 CFR part 51 into Title 14 of the Code of Federal Regulations; Part 97 (14 CFR part 97), Subpart C—TERPS Procedures.

Background

The National Airspace System (NAS) is currently in transition to a ''NextGen NAS''. During this transition, the FAA is managing the technology and procedures to support both the Legacy NAS as well as the NextGen NAS. Managing two versions of the NAS requires excess manpower, infrastructure, and information management which is costly and unsupportable in the longterm. To mitigate these costs, the FAA has a number of efforts underway to effectively transition from the legacy to the NextGen NAS. One area of focus for this transition is instrument flight procedures (IFPs). The FAA seeks to ensure an effective transition from ground-based IFPs to greater availability and use of satellite-based IFPs while maintaining NAS safety.

In early 2015, the FAA requested the RTCA's Tactical Operations Committee (TOC) with providing feedback and recommendations on criteria and processes for cancelling instrument flight procedures. Among the many recommendations provided by the TOC were criteria on how to identify circling procedures that would qualify as candidates for cancellation. As of the beginning of 2017, there are approximately 12,000 IAPs in publication, and there were nearly 10,600 circling lines of minima. Circling procedures account for approximately one-third of all lines of minima in the NAS.

In its continued effort to right-size the NAS through optimization and elimination of redundant and unnecessary IAPs, the FAA proposes the following criteria to guide the identification and selection of appropriate circling procedures to be considered for cancellation.

It should be noted that National Procedures Assessment (NPA) Instrument Flight Procedure (IFP) cancellation activities and associated criteria do not supersede similar activities being performed under the