repair using a method approved by the Manager, New York Aircraft Certification Office (ACO), ANE–170, FAA; or TCCA; or Bombardier, Inc.'s TCCA Design Approval Organization (DAO). As of the effective date of this AD, use Bombardier REO 670–54–51–034, ''Repair for Missing or Loose/Protruding Fasteners in Upper and Lower Pylon Skins FS 1088–FS 1098, PBL 69.3 L & RHS,'' Revision A, dated April 20, 2016, for the actions required by this paragraph.

(i) Retained Credit for Previous Actions, With No Changes

This paragraph restates paragraph (i) of AD 2016–11–02, with no changes. This paragraph provides credit only for the initial inspection specified in paragraph (g) of this AD, if that action was performed before June 10, 2016 (the effective date of AD 2016–11–02) using Bombardier Reference Instruction Letter 4212, dated December 23, 2015; or Bombardier Reference Instruction Letter 4212A, Revision A, dated January 28, 2016.

(j) New Requirements of This AD: Fastener and Collar Replacement

Within 12,600 flight hours or 72 months after the effective date of this AD, whichever occurs first: Replace affected fasteners and collars, including doing all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA–54–007, dated May 13, 2016. Where Bombardier Service Bulletin 670BA–54–007, dated May 13, 2016, specifies to contact Bombardier for appropriate action: Before further flight, accomplish the applicable corrective action in accordance with the procedures specified in paragraph (m)(2) of this AD.

(k) Terminating Action for the Introductory Text to Paragraph (g) of This AD

Accomplishing the replacement required by paragraph (j) of this AD constitutes terminating action for the inspections required by the introductory text to paragraph (g) of this AD.

(l) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (j) of this AD, if that action was performed before the effective date of this AD using Bombardier REO 670–54–51–035, ''Permanent Repair for Clearance Fit Installed (-8) Size Fasteners in Upper and Lower Pylon Skins FS 1088–FS 1098, PBL 69.3 L & RHS & Terminating Action for GREO 670–54–51–034,'' dated April 20, 2016.

(m) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, New York ACO, ANE–170, 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 ACO, send it to: ATTN: The Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516–228–7300; fax 516–794–5531. 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, New York ACO, ANE–170, FAA; or Transport Canada Civil Aviation (TCCA); or Bombardier, Inc.'s TCCA DAO. If approved by the DAO, the approval must include the DAO-authorized signature.

(n) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF–2016–10R1, dated July 8, 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–2017–0530.

(2) For more information about this AD, contact Aziz Ahmed, Aerospace Engineer, Airframe and Mechanical Systems Branch, ANE–171, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516–228–7329; fax 516–794–5531.

(3) For service information identified in this AD, contact Bombardier, Inc., 400 Côte Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514–855–5000; fax 514 855–7401; email *thd.crj@aero.bombardier.com;* Internet *http://www.bombardier.com.* You may view this service information at the FAA, Transport Airplane Directorate, 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 May 24, 2017.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2017–11278 Filed 6–9–17; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2017–0532; Directorate Identifier 2016–NM–203–AD]

RIN 2120–AA64

Airworthiness Directives; Dassault Aviation Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for certain Dassault Aviation Model FALCON 7X airplanes. This proposed AD was prompted by a review showing that inadequate clearance may exist between certain electrical wiring and nearby structures. This proposed AD would require an inspection of certain electrical wiring bundles and feeders, modifications, and corrective actions if necessary. We are proposing this AD to address the unsafe condition on these products.

DATES: We must receive comments on this proposed AD by July 27, 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 Dassault Falcon Jet Corporation, Teterboro Airport, P.O. Box 2000, South Hackensack, NJ 07606; telephone 201–440–6700; Internet *http://www.dassaultfalcon.com.* You may view this referenced service information at the FAA, Transport Airplane Directorate, 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–2017–0532; 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: Tom Rodriguez, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057–3356; telephone 425–227–1137; fax 425–227–1149.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include ''Docket No. FAA–2017–0532; Directorate Identifier 2016–NM–203–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

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA Airworthiness Directive 2016–0230, dated November 21, 2016 (referred to after this as the Mandatory Continuing Airworthiness Information, or ''the MCAI''), to correct an unsafe condition for certain Dassault Aviation Model FALCON 7X airplanes. The MCAI states:

> A review of the wiring and tubing lay-out showed that there may be low clearance between electrical wiring and nearby structure. Although no in-service incident has been reported, the minimum clearances could deteriorate over time.
>
> This condition, if not detected and corrected, could lead to interference or contact with structure, provoking an electrical short circuit or fluid leakage, possibly resulting in loss of several functions essential for safe flight.
>
> To initially address this potential unsafe condition, [Dassault Aviation] DA developed some interim modifications (mod) addressing the risk of short circuit and fluid leakage, and EASA issued AD 2010–0029 (later revised) [which corresponds to FAA AD 2011–14–04, Amendment 39–16739 (76 FR 39256, July 6, 2011) (''AD 2011–14–04'')] to require embodiment of those modifications in-service.
>
> Since EASA AD 2010–0029R1 was issued, DA developed another set of modifications, available for in-service application through Service Bulletin (SB) F7X–056, which are considered the final solutions for this unsafe condition.
>
> For the reasons described above, this [EASA] AD requires a one-time [general visual] inspection [for worn or damaged wiring or connectors due to inadequate clearance between wiring and nearby structures] of the affected electrical wiring and, depending on findings, corrective action(s) and modification of the aeroplane.

Corrective actions include modifying the clamping and routing; adding new brackets, clamps, and cable protections; replacing damaged parts; and improving connections using lock wires. 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–2017–0532.

Related Rulemaking

AD 2011–14–04 requires inspections for damage to wiring bundles and feeders; and, if necessary, repairs, modifications, and installation of a hydraulic pipe. These actions were considered interim actions to ensure that the minimum required clearance and adequate protection existed among the hydraulic pipe, electrical wiring, and the airplane structure. This proposed AD would require additional inspections and modifications that differ from those in AD 2011–14–04.

This proposed AD would not terminate any action in AD 2011–14–04; rather, both AD actions are necessary to adequately address the unsafe condition.

Related Service Information Under 1 CFR Part 51

We reviewed Dassault Service Bulletin 7X–056, Revision 1, dated July 20, 2016. This service information describes a one-time inspection of certain wiring bundles and feeders, and corrective actions. 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 the same type design.

Costs of Compliance

We estimate that this proposed AD affects 51 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 and modifications	31 work-hours × $85 per hour = $2,635	$7,660	$10,295	$525,045

We have received no definitive data that would enable us to provide cost estimates for the on-condition actions specified in this proposed AD.

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.

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 adding the following new airworthiness directive (AD):

Dassault Aviation: Docket No. FAA–2017–0532; Directorate Identifier 2016–NM–203–AD.

(a) Comments Due Date

We must receive comments by July 27, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Dassault Aviation Model FALCON 7X airplanes, certificated in any category, serial numbers (S/N) 2 through 215 inclusive.

(d) Subject

Air Transport Association (ATA) of America Code 20, Standard Practices Airframe—Electrical Wiring.

(e) Reason

This AD was prompted by a review that showed that low clearance may exist between certain electrical wiring and nearby structures. We are issuing this AD to detect and correct inadequate clearances between electrical wiring and nearby structures, which could lead to interference or contact with a structure and cause an electrical short circuit or fluid leakage. This could result in the loss of several functions essential for safe flight.

(f) Compliance

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

(g) Inspection, Modification, and Corrective Actions

Within 99 months or 4,100 flight cycles, whichever occurs first, since the date of issuance of the original airworthiness certificate or date of issuance of the original export certificate of airworthiness; or within 60 days after the effective date of this AD; whichever occurs later; do a general visual inspection of the affected electrical wirings of the airplane for worn or damaged wiring or connectors due to inadequate clearance between wiring and nearby structures, accomplish all applicable corrective actions, and modify the airplane, in accordance with the Accomplishment Instructions of Dassault Service Bulletin 7X–056, Revision 1, dated July 20, 2016, as specified in table 1 to paragraph (g) of this AD. Do all applicable corrective actions before further flight. The ''Dassault Service Bulletin 7X–056 Section'' identified in table 1 to paragraph (g) of this AD is not required for airplanes on which a corresponding Dassault modification has been embodied in production, as identified in the ''Excluded'' column in table 1 to paragraph (g) of this AD.

TABLE 1 TO PARAGRAPH (g) OF THIS AD—APPLICABLE SECTIONS OF DASSAULT SERVICE BULLETIN 7X–056, REVISION 1, DATED JULY 20, 2016

Dassault service bulletin 7X–056 section	Excluded
7X–056–1	Post-mod M876.
7X–056–2	Post-mod M897.
7X–056–3	Post-mod M900.
7X–056–4	S/N 132 to 215 inclusive.
7X–056–5	Post-mod M954.
7X–056–6	Post-mod M980.
7X–056–7	Post-mod M1021.
7X–056–8	None.

(h) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Dassault Service Bulletin 7X–056, issued October 30, 2014.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Branch, ANM–116, Transport Airplane Directorate, 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 manager of the International Branch, send it to the attention of the person identified in paragraph (j)(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 Branch, ANM–116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Dassault Aviation's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(j) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2016–0230, dated November 21, 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–2017–0532.

(2) For more information about this AD, contact Tom Rodriguez, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057–3356; telephone 425–227–1137; fax 425–227–1149.

(3) For service information identified in this AD, contact Dassault Falcon Jet Corporation, Teterboro Airport, P.O. Box 2000, South Hackensack, NJ 07606; telephone 201–440–6700; Internet *http://www.dassaultfalcon.com.* You may view this service information at the FAA, Transport Airplane Directorate, 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 June 2, 2017.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2017–12057 Filed 6–9–17; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2017–0554; Directorate Identifier 2016–NM–201–AD]

RIN 2120–AA64

Airworthiness Directives; Airbus Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for all Airbus Model A300 series airplanes; Model A300 B4–600, B4–600R, and F4–