

(a) Effective Date

This AD is effective June 12, 2015.

(b) Affected ADs

This AD supersedes AD 2014–01–01, Amendment 39–17724 (79 FR 3481, January 22, 2014).

(c) Applicability

This AD applies to all Turbomeca S.A. Arrius 2F turboshaft engines.

(d) Unsafe Condition

This AD was prompted by the determination that additional lubricating

devices, identifiable by serial number (S/N), may have an incorrect bonding of the nozzle on the ejector assembly. We are issuing this AD to prevent failure of the ejector assembly nozzle, which could lead to an in-flight shutdown of the engine, damage to the engine, and damage to the helicopter.

(e) Compliance

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

(1) For engines equipped with a lubricating device having an S/N listed in Figure 1 to paragraph (e) of this AD, within 30 days after

the effective date of this AD, inspect the ejector assembly nozzle and the tightening torque. Use paragraphs 4.4.2.1 through 4.4.2.3.4.2 of Turbomeca Mandatory Service Bulletin (MSB) No. 319 79 4835, Version B, dated February 12, 2015, to do the inspection.

(2) For any part that fails the inspection required by paragraph (e)(1) of this AD, before further flight, remove and replace the failed part with a part eligible for installation.

FIGURE 1 TO PARAGRAPH (e)—S/N'S OF AFFECTED LUBRICATING DEVICES

100	140M	185M	247	436M
105M	141M	190M	255M	443M
106	142B	191M	266M	445M
107B	146M	195M	278M	451M
109M	147M	198M	292M	467M
112B	156M	202M	304M	477M
112M	159M	204M	330M	479M
114B	164M	207M	334M	483M
124B	178	210M	369M	484M
125M	178M	213M	384M	512M
129M	180	218M	391M	526M
135B	180M	222M	392M	563M
135M	181M	244M	417M	

(f) Credit for Previous Actions

If you inspected the ejector assembly nozzle of any lubricating device having an S/N listed in Figure 1 to paragraph (e) of this AD before the effective date of this AD, using the instructions of Turbomeca S.A. MSB No. 319 79 4835, Version A, dated May 22, 2013, you met the requirements of paragraph (e) of this AD for that S/N lubricating device.

(g) Installation Prohibition

After the effective date of this AD, do not return to service any engine having a lubricating device with an S/N listed in Figure 1 to paragraph (e) of this AD, unless the engine has been inspected per the requirements of paragraph (e) of this AD.

(h) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request. You may email your request to: ANE-AD-AMOC@faa.gov.

(i) Related Information

(1) For more information about this AD, contact Philip Haberlen, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781–238–7770; fax: 781–238–7199; email: philip.haberlen@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2015–0057, dated April 1, 2015, 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–2013–1003.

(i) 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.

(3) The following service information was approved for IBR on June 12, 2015.

(i) Turbomeca S.A. Mandatory Service Bulletin (MSB) No. 319 79 4835, Version B, dated February 12, 2015.

(ii) Reserved.

(4) The following service information was approved for IBR on February 6, 2014 (79 FR 3481, January 22, 2014).

(i) Turbomeca S.A. MSB No. 319 79 4835, Version A, dated May 22, 2013.

(ii) Reserved.

(5) For Turbomeca S.A. service information identified in this AD, contact Turbomeca S.A., 40220 Tarnos, France; phone: 33 (0)5 59 74 40 00; telex: 570 042; fax: 33 (0)5 59 74 45 15.

(6) You may view this service information at FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781–238–7125.

(7) You may view this service information at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on May 13, 2015.

Colleen M. D'Alessandro,

Assistant Directorate Manager, Engine & Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2015–12654 Filed 5–27–15; 8:45 am]

BILLING CODE 4910–13–P

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

[Docket No. FAA–2015–1282; Directorate Identifier 2015–NM–007–AD; Amendment 39–18157; AD 2015–10–02]

RIN 2120–AA64

Airworthiness Directives; Zodiac Seats France (Formerly Sicma Aero Seat) Passenger Seat Assemblies

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

ACTION: Final rule; request for comments.

SUMMARY: We are superseding Airworthiness Directive (AD) 2014–20–11, for Zodiac Seats France 9140, 9166, 9173, 9174, 9184, 9188, 9196, 91B7, 91B8, 91C0, 91C2, 91C4, 91C5, 91C9, 9301, and 9501 series passenger seat assemblies. AD 2014–20–11 required a general visual inspection for cracking of

backrest links; replacement with new links if cracking is found; and eventual replacement of all links with new links. This AD was prompted by a determination that a model designation specified in paragraph (c)(1) of that AD was incorrect. This new AD identifies the correct model designation. We are issuing this AD to detect and correct cracks in the backrest links, which could affect the structural integrity of seat backrests. Failure of the backrest links could result in injury to an occupant during emergency landing conditions.

DATES: This AD becomes effective June 12, 2015.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of October 22, 2014 (79 FR 60322, October 7, 2014).

We must receive comments on this AD by July 13, 2015.

ADDRESSES: You may send comments 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:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this AD, contact Zodiac Seats France, 7, Rue Lucien Coupet, 36100 ISSOUDUN, France; telephone +33 (0) 2 54 03 39 39; fax +33 (0) 2 54 03 39 00; email customerservices@sicma.zodiac.com; Internet <http://www.sicma.zodiac.aerospace.com/en/>. 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-2015-1282; or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this 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: Ian Lucas, Aerospace Engineer, Boston Aircraft Certification Office (ACO) ANE-150, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7757; fax: 781-238-7170; email: ian.lucas@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

On September 23, 2014, we issued AD 2014-20-11, Amendment 39-17984 (79 FR 60322, October 7, 2014), to supersede AD 2011-07-05, Amendment 39-16642 (76 FR 18020, April 1, 2011). AD 2014-20-11 applied to certain Zodiac Seats France 9140, 9166, 9173, 9174, 9184, 9188, 9196, 91B7, 91B8, 91C0, 91C2, 91C4, 91C5, 91C9, 9301, and 9501 series passenger seat assemblies; identified in Annex 1, Issue 3, dated January 25, 2012, of Sicma Aero Seat Service Bulletin 90-25-012, Issue 6, dated January 25, 2012. AD 2014-20-11 was prompted by a report that new seat backrest links could be affected by cracks similar to those identified on the backrest links with the previous design. AD 2014-20-11 required a general visual inspection for cracking of backrest links, which includes new seat backrest links; replacement with new links if cracking is found; and eventual replacement of all links with new links. We issued AD 2014-20-11 to detect and correct cracking of backrest links, which could affect the structural integrity of seat backrests. Failure of the backrest links could result in injury to an occupant during emergency landing conditions.

AD 2014-20-11, Amendment 39-17984 (79 FR 60322, October 7, 2014), corresponds to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency Airworthiness Directive 2012-0038, dated March 12, 2012. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-1282.

Since we issued AD 2014-20-11, Amendment 39-17984 (79 FR 60322, October 7, 2014), we have determined that, in paragraph (c)(1) of AD 2014-20-11, a model designation incorrectly specified "A320-300" instead of "A330-300" as one of the models that the affected passenger seats might be installed on. Therefore, we have determined that paragraph (c)(1) of this

AD should read as follows: Airbus Model A330-200, A330-200 Freighter, and A330-300 series airplanes.

We have also re-designated paragraph (l) of AD 2014-20-11, Amendment 39-17984 (79 FR 60322, October 7, 2014), as paragraph (l)(1) of this AD. We also added a new paragraph (l)(2) to this AD to provide information on the availability of service information that is not incorporated by reference in this AD.

FAA's Determination and Requirements of This 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 issuing this AD because we evaluated all pertinent information and determined the unsafe condition exists and is likely to exist or develop on other products of these same type designs.

FAA's Determination of the Effective Date

Since there are currently no domestic operators of airplanes that are equipped with this product, notice and opportunity for public comment before issuing this AD are unnecessary.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and opportunity for public comment. We invite you to send any written relevant data, views, or arguments about this AD. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2015-1282; Directorate Identifier 2015-NM-007-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this AD because of 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 AD.

Costs of Compliance

We estimate that this AD affects 0 seat assemblies installed on, but not limited to, transport airplanes of U.S. registry.

The actions required by AD 2014–20–11, Amendment 39–17984 (79 FR 60322, October 7, 2014), and retained in this AD take about 1 work-hour per product, at an average labor rate of \$85 per work-hour. Required parts cost about \$227 per product. Based on these figures, the estimated cost of the actions that were required by AD 2014–20–11 is \$312 per product.

Since this AD only clarifies airplane models on which the affected passenger seat assemblies might be installed, this AD adds no additional economic burden.

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 AD will not have federalism implications under Executive Order 13132. This AD will 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 that this AD:

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.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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) 2014–20–11, Amendment 39–17984 (79 FR 60322, October 7, 2014), and adding the following new AD:

2015–10–02 Zodiac Seats France (formerly Sicma Aero Seat): Amendment 39–18157. Docket No. FAA–2015–1282; Directorate Identifier 2015–NM–007–AD.

(a) Effective Date

This AD becomes effective June 12, 2015.

(b) Affected ADs

This AD replaces AD 2014–20–11, Amendment 39–17984 (79 FR 60322, October 7, 2014).

(c) Applicability

This AD applies to Zodiac Seats France 9140, 9166, 9173, 9174, 9184, 9188, 9196, 91B7, 91B8, 91C0, 91C2, 91C4, 91C5, 91C9, 9301, and 9501 series passenger seat assemblies; identified in Annex 1, Issue 3, dated January 25, 2012, of Sicma Aero Seat Service Bulletin 90–25–012, Issue 6, dated January 25, 2012. These passenger seat assemblies are installed on, but not limited to, the airplanes identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, certificated in any category.

- (1) Airbus Model A330–200, A330–200 Freighter, and A330–300 series airplanes.
- (2) Airbus Model A340–200, A340–300, A340–500, and A340–600 series airplanes.
- (3) The Boeing Company Model 777–200, 777–200LR, 777–300, 777–300ER, and 777F series airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 25, Equipment/Furnishings.

(e) Reason

This AD was prompted by a report of cracks in the backrest links on certain seats and also by a determination that a model designation specified in paragraph (c)(1) of AD 2014–20–11, Amendment 39–17984 (79 FR 60322, October 7, 2014) was incorrect. We are issuing this AD to detect and correct cracks in the backrest links, which could affect the structural integrity of seat backrests. Failure of the backrest links could

result in injury to an occupant during emergency landing conditions.

(f) Compliance

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

(g) Retained Repetitive Inspections, With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2014–20–11, Amendment 39–17984 (79 FR 60322, October 7, 2014), with no changes. At the later of the times specified in paragraphs (g)(1) and (g)(2) of this AD: Do a general visual inspection for cracking of seat backrest links having part number (P/N) 90–000200–104–1, P/N 90–000200–104–2, P/N 90–000202–104–1, and P/N 90–000202–104–2, in accordance with the "PART ONE: GENERAL INTERMEDIATE CHECKING PROCEDURE" of the Accomplishment Instructions of Sicma Aero Seat Service Bulletin 90–25–012, Issue 6, dated January 25, 2012, including Annex 1, Issue 3, dated January 25, 2012. If no cracking is found on any link, repeat the inspection thereafter at intervals not to exceed 900 flight hours on the seat or 5 months since the most recent inspection, whichever occurs later, until the replacement specified in paragraph (i) of this AD is done.

(1) Within 6,000 flight hours on the seat or 2 years, whichever occurs later after the seat manufacturing date or after the backrest link replacement.

(2) Within 900 flight hours on the seat after October 22, 2014 (the effective date AD 2014–20–11, Amendment 39–17984 (79 FR 60322, October 7, 2014)), but no later than 5 months after October 22, 2014.

(h) Retained Corrective Actions, With No Changes

This paragraph restates the requirements of paragraph (h) of AD 2014–20–11, Amendment 39–17984 (79 FR 60322, October 7, 2014), with no changes.

(1) If, during any inspection required by paragraph (g) of this AD, any cracking is found on the link and no crack length exceeds the lock-out pin-hole as specified in Figure 2 or 4, as applicable, of Sicma Aero Seat Service Bulletin 90–25–012, Issue 6, dated January 25, 2012, including Annex 1, Issue 3, dated January 25, 2012: Within 600 flight hours on the seat or 3 months, whichever occurs later after crack identification, replace the cracked link with a new link, in accordance with "PART TWO: ROUTINE REPLACEMENT PROCEDURE (EXCEPT FOR SERIES 91B7, 91B8 & 91C5)" or "PART THREE: ROUTINE REPLACEMENT PROCEDURE (FOR SERIES 91B7, 91B8 & 91C5)" of the Accomplishment Instructions of Sicma Aero Seat Service Bulletin 90–25–012, Issue 6, dated January 25, 2012, including Annex 1, Issue 3, dated January 25, 2012.

(2) If, during any inspection required by paragraph (g) of this AD, any cracking is found on the link and any crack length exceeds the lock-out pin-hole as specified in Figure 2 or 4, as applicable, of Sicma Aero Seat Service Bulletin 90–25–012, Issue 6, dated January 25, 2012, including Annex 1, Issue 3, dated January 25, 2012: Before

further flight, replace the cracked link with a new link, in accordance with "PART TWO: ROUTINE REPLACEMENT PROCEDURE (EXCEPT FOR SERIES 91B7, 91B8 & 91C5)" or "PART THREE: ROUTINE REPLACEMENT PROCEDURE (FOR SERIES 91B7, 91B8 & 91C5)" of the Accomplishment Instructions of Sicma Aero Seat Service Bulletin 90-25-012, Issue 6, dated January 25, 2012, including Annex 1, Issue 3, dated January 25, 2012.

(i) Retained Replacement, With No Changes

This paragraph restates the requirements of paragraph (i) of AD 2014-20-11, Amendment 39-17984 (79 FR 60322, October 7, 2014), with no changes. At the later of the times specified in paragraphs (i)(1) and (i)(2) of this AD: Replace all seat backrest links, having P/N 90-000200-104-1, P/N 90-000200-104-2, P/N 90-000202-104-1, and P/N 90-000202-104-2, with new links, in accordance with "PART TWO: ROUTINE REPLACEMENT PROCEDURE (EXCEPT FOR SERIES 91B7, 91B8 & 91C5)" or "PART THREE: ROUTINE REPLACEMENT PROCEDURE (FOR SERIES 91B7, 91B8 & 91C5)" of the Accomplishment Instructions of Sicma Aero Seat Service Bulletin 90-25-012, Issue 6, dated January 25, 2012, including Annex 1, Issue 3, dated January 25, 2012.

(1) Within 12,000 flight hours on the seat or 4 years, whichever occurs later after the seat manufacturing date or after the backrest link replacement.

(2) Within 3,500 flight hours on the seat after October 22, 2014 (the effective date AD 2014-20-11, Amendment 39-17984 (79 FR 60322, October 7, 2014), but no later than 18 months after October 22, 2014.

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

This paragraph restates the credit provided in paragraph (j) of AD 2014-20-11, Amendment 39-17984 (79 FR 60322, October 7, 2014), with no changes. This paragraph provides credit for actions required by paragraphs (g), (h), and (i) of this AD, if those actions were performed before October 22, 2014 (the effective date AD 2014-20-11, Amendment 39-17984 (79 FR 60322, October 7, 2014), using the service information specified in paragraph (j)(1), (j)(2), or (j)(3) of this AD.

(1) Sicma Aero Seat Service Bulletin 90-25-012, Issue 3, dated October 3, 2001, which is not incorporated by reference in this AD.

(2) Sicma Aero Seat Service Bulletin 90-25-012, Issue 4, dated December 19, 2001, which is not incorporated by reference in this AD.

(3) Sicma Aero Seat Service Bulletin 90-25-012, Issue 5, dated March 19, 2004, including Annex 1, Issue 2, dated March 19, 2004, which was incorporated by reference in AD 2011-07-05, Amendment 39-16642 (76 FR 18020, April 1, 2011).

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, Boston Aircraft Certification Office (ACO), 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: Ian Lucas, Aerospace Engineer, Boston ACO, ANE-150, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7757; fax: 781-238-7170; email: ian.lucas@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. The AMOC approval letter must specifically reference this AD.

(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, Boston ACO, FAA, or the European Aviation Safety Agency (EASA).

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2012-0038, dated March 12, 2012, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-1282.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (m)(4) and (m)(5) of this AD.

(m) 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.

(3) The following service information was approved for IBR on October 22, 2014 (79 FR 60322, October 7, 2014).

(i) Sicma Aero Seat Service Bulletin 90-25-012, Issue 6, dated January 25, 2012, including Annex 1, Issue 3, dated January 25, 2012.

(ii) Reserved.

(4) For service information identified in this AD, contact Zodiac Seats France, 7, Rue Lucien Coupet, 36100 ISSOUDUN, France; telephone +33 (0) 2 54 03 39 39; fax +33 (0) 2 54 03 39 00; email customerservices@sicma.zodiac.com; Internet <http://www.sicma.zodiac.aerospace.com/en/>.

(5) 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.

(6) 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, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on May 4, 2015.

Jeffrey E. Duven,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2015-11392 Filed 5-27-15; 8:45 am]

BILLING CODE 4910-13-P

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

14 CFR Part 1216

RIN 2700-AE20

[Docket No. NASA-2015-0002]

Removal of Obsolete Regulations

AGENCY: National Aeronautics and Space Administration.

ACTION: Direct final rule.

SUMMARY: This direct final rule makes non-substantive changes by removing regulations that are captured in NASA internal requirements. The revisions to this rule are part of NASA's retrospective plan completed in August 2011 under Executive Order (E.O.) 13563. NASA's full plan can be accessed on the Agency's open Government Web site at <http://www.nasa.gov/open/>.

DATES: This direct final rule is effective on July 27, 2015. Comments due on or before June 29, 2015. If adverse comments are received, NASA will publish a timely withdrawal of the rule in the **Federal Register**.

ADDRESSES: Comments must be identified with RIN 2700-AE20 and may be sent to NASA via the *Federal E-Rulemaking Portal*: <http://www.regulations.gov>. Follow the online instructions for submitting comments. Please note that NASA will post all comments on the Internet with changes, including any personal information provided.

FOR FURTHER INFORMATION CONTACT: Nanette Jennings, 202-358-0819.

SUPPLEMENTARY INFORMATION:

Direct Final Rule Adverse Comments

NASA has determined this rulemaking meets the criteria for a direct final rule because it involves non-substantive changes to remove a section from 14 CFR part 1216 that is captured in internal NASA requirements. No opposition to the changes and no significant adverse comments are expected. However, if the Agency receives a significant adverse comment, it will withdraw this direct final rule by publishing a notice in the **Federal Register**. A significant adverse comment