

Rules and Regulations

Federal Register

Vol. 83, No. 245

Friday, December 21, 2018

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents.

DEPARTMENT of JUSTICE

Executive Office for Immigration Review

8 CFR Part 1240

Proceedings To Determine Removability of Aliens in the United States

CFR Correction

■ In Title 8 of the Code of Federal Regulations, revised as of January 1, 2018, on pages 1017–1018, in § 1240.26, paragraphs (b)(1)(iii) and (iv) are redesignated as paragraphs (b)(3)(iii) and (iv).

[FR Doc. 2018–27859 Filed 12–20–18; 8:45 am]

BILLING CODE 1301–00–D

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 21

Docket No. FAA–2018–0860]

Primary Category Airworthiness Design Standards; Vertical Aviation Technologies (VAT) Model S–52L Rotorcraft

AGENCY: Federal Aviation Administration, DOT.

ACTION: Issuance of final airworthiness design standards.

SUMMARY: These airworthiness design standards are issued to Vertical Aviation Technologies (VAT) for certification of the Model S–52L rotorcraft under the regulations for primary category aircraft.

DATES: These airworthiness design standards are effective January 22, 2019.

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SUPPLEMENTARY INFORMATION: Any person may obtain a copy of this information by contacting the person named above under **FOR FURTHER INFORMATION CONTACT**.

Background

The primary category for aircraft was created specifically for the simple, low performance personal aircraft. Section 21.17(f) provides a means for applicants to propose airworthiness standards for their particular primary category aircraft. The FAA procedure establishing appropriate airworthiness standards includes reviewing and possibly revising the applicants' proposal, publication of the submittal in the **Federal Register** for public review and comment, and addressing the comments. After all necessary revisions, the standards are published as approved FAA airworthiness standards.

Comments

Proposed Primary Category Airworthiness Design Standards; Vertical Aviation Technologies (VAT) Model S–52L rotorcraft was published in the **Federal Register** on September 26, 2018 (83 FR 48574). No comments were received, and the airworthiness design standards are adopted as proposed.

Applicability

These airworthiness design standards under the primary category rule are applicable to the VAT Model S–52L rotorcraft. Should VAT wish to apply these airworthiness design standards to other rotorcraft models, VAT must submit a new airworthiness design standard application under the primary rule category.

Conclusion

This action affects only certain airworthiness design standards on the VAT Model S–52L rotorcraft. It is not a standard of general applicability and it affects only the applicant who applied to the FAA for approval of these features on the rotorcraft.

Citation

The authority citation for these airworthiness standards is as follows:

Authority: 49 U.S.C. 106(g), 40113 and 44701.

Final Airworthiness Standards for Acceptance Under the Primary Category

CAR 13 effective 03/5/1952 as follows:
13.0, 13.10, 13.11, 13.12, 13.13, 13.14, 13.16(a), 13.16(b), 13.16(d), 13.17, 13.18, 13.19, 13.20, 13.21, 13.100, 13.101, 13.102, 13.103, 13.104, 13.110, 13.111, 13.112, 13.113, 13.114, 13.115, 13.150, 13.151, 13.153, 13.155, 13.156, 13.157.

CAR 13 effective 05/16/1953 as follows:

13.1, 13.15, 13.152, 13.154.

14 CFR 33 through amendment 33–9 as follows:

33.4, Appendix A33.

14 CFR 33 through amendment 33–30 as follows:
33.7(b).

14 CFR 27 through amendment 27–0, except as noted below:

- 27.853 at amendment 27–37,
- 27.1351 at amendment 27–13,
- 27.1357 at amendment 27–13,
- 27.1529 at amendment 27–18,
- 27.561 is replaced with VAT.561,
- 27.785 is replaced with VAT.785.

14 CFR 27 through amendment 27–30 as follows:
27.952(a), 27.952(c), 27.952(f), 27.952(g).

14 CFR 27 through amendment 27–35 as follows:
27.975(b).

VAT.561 General:

(a) The rotorcraft, although it may be damaged in emergency landing conditions on land or water, must be designed as prescribed in this section to protect the occupants under those conditions.

(b) The structure must be designed to give each occupant every reasonable chance of escaping serious injury in a minor crash landing when—

(1) Proper use is made of seats, belts, and other safety design provisions;

(2) The wheels are retracted (where applicable); and

(3) The occupant experiences the following ultimate inertia forces relative to the surrounding structure:

- (i) Upward—4.0g.
- (ii) Forward—8.0g.
- (iii) Sideward—8.0g.
- (iv) Downward—12.0g.
- (v) Rearward—4.0g.

(c) The supporting structure must be designed to restrain, under any ultimate inertial load up to those specified in this paragraph, any item of mass above and/or behind the crew and passenger