

dated April 12, 2023; and Lockheed Martin Aeronautics Company Alert Service Bulletin A382J-53-004, dated March 27, 2023; specify to submit all conductivity and hardness inspection results to Lockheed Martin Aeronautics Company, this AD does not require any report.

#### (n) Parts Installation Limitation

(1) For all airplanes except Model 382J airplanes: As of the effective date of this AD, no person may install any aft fuselage sloping longeron having P/N 342986- ( ) unless the conductivity check specified in paragraph (h) of this AD has been accomplished and all applicable actions specified in paragraphs (i) and (l) have been accomplished.

(2) For all Model 382J airplanes: As of the effective date of this AD, no person may install any aft fuselage sloping longeron having P/N 342986- ( ) unless the conductivity check specified in paragraph (j) of this AD has been accomplished and all applicable actions specified in paragraphs (k) and (l) have been accomplished.

#### (o) Special Flight Permit

Special flight permits, as described in 14 CFR 21.197 and 21.199, are not allowed.

#### (p) Alternative Methods of Compliance (AMOCs)

(1) The Manager, East Certification 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 responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (q) of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(3) *Required for Compliance (RC)*: Except as specified by paragraph (m) of this AD, if any service information contains steps that are identified as RC, those steps, including substeps under an RC step and any figures identified in an RC step, must be done to comply with this AD; any steps that are not identified as RC are recommended. Those steps 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 steps and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to steps, including substeps under an RC step and any figures identified in an RC step, identified as RC require approval of an AMOC.

#### (q) Related Information

For more information about this AD, contact Fred Caplan, Aviation Safety Engineer, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: 404-474-5507; email: 9-ASO-ATLACO-ADs@faa.gov.

#### (r) 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.

(i) Lockheed Martin Aeronautics Company Alert Service Bulletin A382J-53-69, dated April 12, 2023.

(ii) Lockheed Martin Aeronautics Company Alert Service Bulletin A382J-53-004, dated March 27, 2023.

(3) For service information identified in this AD, contact Lockheed Martin Corporation/Lockheed Martin Aeronautics Company, Airworthiness Office, Dept. 6A0M, Zone 0252, Column P-58, 86 S Cobb Drive, Marietta, GA 30063; telephone 770-494-5444; fax 770-494-5445; email [ams.portal@lmco.com](mailto:ams.portal@lmco.com).

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(5) 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, email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov), or go to: [www.archives.gov/federal-register/cfr/ibr-locations.html](http://www.archives.gov/federal-register/cfr/ibr-locations.html).

Issued on June 2, 2023.

**Michael Linegang,**

*Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2023-13430 Filed 6-21-23; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA-2023-0438; Project Identifier 2015-NM-065-AD; Amendment 39-22476; AD 2016-15-01R1]**

**RIN 2120-AA64**

#### Airworthiness Directives; Airbus SAS Airplanes

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

**ACTION:** Final rule; removal.

**SUMMARY:** The FAA is removing Airworthiness Directive (AD) 2016-15-01, which applied to all Airbus SAS Model A300 series airplanes; Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes); and Model A310 series airplanes. AD 2016-15-01 required an

inspection to determine trimmable horizontal stabilizer actuator (THSA) part numbers, serial numbers, and flight cycles on certain THSAs; and repetitive replacement of certain THSAs. The FAA issued AD 2016-15-01 to prevent loss of THSA no-back brake (NBB) efficiency. Since the FAA issued AD 2016-15-01, the FAA has issued AD 2022-25-12 to terminate AD 2016-15-01 for Model A310 series airplanes and AD 2023-11-02 to terminate AD 2016-15-01 for Model A300-600 series airplanes. The FAA has also determined that the inclusion of the Model A300 series airplanes in the applicability of AD 2016-15-01 was an inadvertent error. Accordingly, AD 2016-15-01 is removed.

**DATES:** This AD becomes effective June 23, 2023.

#### ADDRESSES:

**AD Docket:** You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2023-0438; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Dan Rodina, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3225; email: [dan.rodina@faa.gov](mailto:dan.rodina@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by removing AD 2016-15-01, Amendment 39-18592 (81 FR 47696, July 22, 2016) (AD 2016-15-01). AD 2016-15-01 applied to all Airbus SAS Model A300 series airplanes; Model A300-600 series airplanes; and Model A310 series airplanes. The NPRM published in the **Federal Register** on March 28, 2023 (88 FR 18263). The NPRM was prompted by the FAA issuing AD 2022-25-12, Amendment 39-22268 (87 FR 78518, December 22, 2022) to terminate AD 2016-15-01 for Model A310 series airplanes, and by the FAA issuing AD 2023-11-02, Amendment 39-22447 (88 FR 36930, June 6, 2023) to terminate AD 2016-15-01 for Model A300-600 series airplanes. The FAA has also determined that the inclusion of the Model A300 series airplanes in the applicability of AD 2016-15-01 was an inadvertent error.

The NPRM proposed to remove AD 2016–15–01. The FAA is issuing this AD to remove AD 2016–15–01.

### Discussion of Final Airworthiness Directive

#### Comments

The FAA received one comment, from Air Line Pilots Association, International (ALPA), who supported the NPRM without change.

#### Conclusion

The FAA reviewed the relevant data, considered any comments received, and determined that air safety requires adopting this AD as proposed. Except for minor editorial changes, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

This AD removes all actions of AD 2016–15–01. Therefore, the requirements of AD 2016–15–01 are terminated.

#### 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.

The FAA is 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.

#### Regulatory Findings

The FAA 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) Will not affect intrastate aviation in Alaska, and
- (3) 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 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:
- a. Removing Airworthiness Directive (AD) 2016–15–01, Amendment 39–18592 (81 FR 47696, July 22, 2016), and
  - b. Adding the following new AD:

##### AD 2016–15–01R1 Airbus SAS:

Amendment 39–22476; Docket No. FAA–2023–0438; Project Identifier 2015–NM–065–AD.

##### (a) Effective Date

This AD is effective June 23, 2023.

##### (b) Affected AD

This AD replaces AD 2016–15–01, Amendment 39–18592 (81 FR 47696, July 22, 2016).

##### (c) Applicability

This AD applies to the Airbus SAS airplanes identified in paragraphs (c)(1) through (c)(6) of this AD, certificated in any category, all manufacturer serial numbers.

- (1) Model A300 B2–1A, B2–1C, B2K–3C, B2–203, B4–2C, B4–103, and B4–203 airplanes.
- (2) Model A300 B4–601, B4–603, B4–620, and B4–622 airplanes.
- (3) Model A300 B4–605R and B4–622R airplanes.
- (4) Model A300 F4–605R and F4–622R airplanes.
- (5) Model A300 C4–605R Variant F airplanes.
- (6) Model A310–203, –204, –221, –222, –304, –322, –324, and –325 airplanes.

##### (d) Subject

Air Transport Association (ATA) of America Code 27, Flight controls.

##### (e) Terminating Action

This AD terminates all requirements of AD 2016–15–01.

##### (f) Related Information

For more information about this AD, contact Dan Rodina, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3225; email: [dan.rodina@faa.gov](mailto:dan.rodina@faa.gov).

##### (g) Material Incorporated by Reference

None.

Issued on June 20, 2023.

Gaetano A. Sciortino,

Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2023–13417 Filed 6–23–23; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2023–1254; Airspace Docket No. 23–ASO–23]

RIN 2120–AA66

#### Amendment of Class E Airspace; West Palm Beach, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

**SUMMARY:** A final rule was published in the *Federal Register* on June 8, 2023, amending the West Palm Beach, FL Class E airspace legal description by removing “West Palm Beach” from the Palm Beach International Airport name in the legal description sub-header as it is excessive and unnecessary. The FAA discovered the word “[Amended]” was not listed after the airspace name in the Class E airspace extending upward from 700 feet above the surface legal description for West Palm Beach, FL. This action corrects this error.

**DATES:** Effective 0901 UTC, August 10, 2023. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order JO 7400.11 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** Jennifer Ledford, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Ave., College Park, GA 30337; Telephone (404) 305–5649.

#### SUPPLEMENTARY INFORMATION:

##### History

The FAA published a final rule in the *Federal Register* (88 FR 37469, June 8, 2023) for Doc. No. FAA–2023–1254, Class E airspace extending upward from 700 feet above the surface in West Palm Beach, FL. The legal description inadvertently left off the word “[Amended]” following the airspace name. This action corrects this error.

Class E airspace designations are published in Paragraph 6005 of FAA Order JO 7400.11G dated August 19, 2022, and effective September 15, 2022, which is incorporated by reference in 14