

discrepancies of the MCD cam latches, latch pins, and latch pin cross bolts, which, if left undetected, could reduce the structural integrity of the MCD and result in potential loss of the cargo door and rapid decompression of the airplane.

(f) Compliance

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

(g) Repetitive Inspections, Replacement, and Related Investigative and Corrective Actions

At the applicable time specified in paragraph I.D., "Compliance," of VT Mobile Aerospace Engineering Inc. Service Bulletin MAE757SF-SB-52-12/02, Revision 3, dated July 22, 2016 ("MAE757SF-SB-52-12/02, R3"), except as required by paragraph (h)(1) of this AD; or within 30 days after the effective date of this AD, whichever occurs later: Do the actions specified in paragraphs (g)(1) through (g)(4) of this AD, and do all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of MAE757SF-SB-52-12/02, R3, except as specified in paragraph (h)(2) of this AD. Do all applicable related investigative and corrective actions before further flight. Repeat the inspections specified in paragraphs (g)(1), (g)(2), and (g)(4) of this AD thereafter at the applicable intervals specified in paragraph I.D., "Compliance," of MAE757SF-SB-52-12/02, R3.

(1) Do a general visual inspection for any broken or missing cam latches, latch pins, and latch pin cross bolts of the MCD.

(2) Do a detailed inspection for any cracks or gouges in critical areas of the cam latches and latch pins of the MCD and for any cam latches with lip deformation.

(3) Replace all previously unreplaced alloy steel cross bolts through the latch pins with corrosion resistant steel (CRES) cross bolts of the MCD.

(4) Do a high frequency eddy current (HFEC) or magnetic particle inspection for any cracks in the critical areas of cam latch 1 and cam latch 2 of the MCD.

(h) Exceptions to Service Information

(1) Where the "Condition" column of table 1 of paragraph I.D., "Compliance," of MAE757SF-SB-52-12/02, R3, refers to airplanes meeting certain conditions identified in "Condition 1": for this AD, "Condition 1" applies to all airplanes.

(2) Where the Accomplishment Instructions of MAE757SF-SB-52-12/02, R3, specify doing actions only for airplanes that had completed a certain rig and check of the MCD on them, this AD requires doing those actions on all airplanes.

(i) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD using VT Mobile Aerospace Engineering Inc. Service Bulletin MAE757SF-SB-52-12/02, Revision 2, dated February 18, 2016.

(j) Special Flight Permit

A special flight permit may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane, for a single unpressurized flight, to a location where the airplane can be modified.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta 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 manager of the ACO, send it to the attention of the person identified in paragraph (l)(1) of this AD.

(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.

(l) Related Information

(1) For more information about this AD, contact Samuel Belete, Aerospace Engineer, Systems and Equipment Branch, ACE-119A, FAA, Atlanta ACO, 1701 Columbia Avenue, College Park, GA 30337; telephone 404-474-5580; fax 404-474-5605; email: samuel.belete@faa.gov.

(2) For service information identified in this AD, contact VT Mobile Aerospace Engineering Inc., 2100 9th Street, Brookley Aeroplex, Mobile, AL 36615; telephone: 251-379-0112; email: mae.757sf@vtmae.com; Internet: <http://www.vtmae.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.

Issued in Renton, Washington, on April 11, 2017.

Dionne Palermo,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2016-9421; Airspace Docket No. 16-ASW-17]

Proposed Establishment Class E Airspace; Cisco, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM), withdrawal.

SUMMARY: This action withdraws the NPRM published in the **Federal**

Register on March 13, 2017, proposing to establish Class E airspace extending upward from 700 feet above the surface at Gregory M. Simmons Memorial Airport, Cisco, TX. The FAA has determined that withdrawal of that NPRM is warranted as the airport does not meet the requirements for the airspace at this time.

DATES: *Effective date:* 0901 UTC, June 8, 2017.

FOR FURTHER INFORMATION CONTACT:

Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5711.

SUPPLEMENTARY INFORMATION:

History

An NPRM was published in the **Federal Register** on March 13, 2017 (82 FR 13409) Docket No. FAA-2016-9421, to amend Title 14 Code of Federal Regulations (14 CFR) part 71 by establishing Class E airspace extending upward from 700 feet above the surface at Gregory M. Simmons Memorial Airport, Cisco, TX. The proposed action was to accommodate a new special instrument approach procedure at the airport. A further review of the airport determined that it was not part 139 certified, as required by FAA Order 8260.19G, Flight Procedures and Airspace, and that the overlying air traffic control facility does not require the establishment of Class E airspace extending upward from 700 feet above the surface at the airport to accommodate the instrument approach procedure at this time. Therefore, the FAA is withdrawing the NPRM.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Withdrawal

■ In consideration of the foregoing, the NPRM for FR Doc. FAA-2016-9421, Airspace Docket No. 16-ASW-17, as published in the **Federal Register** of March 13, 2017 (82 FR 13409) FR Doc. 2017-04793, is hereby withdrawn.

Authority: 49 U.S.C. 106(f), 106(g); 40103, 40113, 40120; E.O. 10854; 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

Issued in Fort Worth, TX, on May 31, 2017.

Robert W. Beck,

Manager, Operations Support Group, ATO Central Service Center.

[FR Doc. 2017-11677 Filed 6-7-17; 8:45 am]

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