

of the fuel tank, which could cause a fuel leak near an ignition source (e.g., hot brakes or engine exhaust nozzle), consequently leading to a fuel-fed fire.

#### (f) Compliance

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

#### (g) Inspection and Corrective Action

Within 72 months after the effective date of this AD, do the actions specified in paragraphs (g)(1) and (g)(2) of this AD, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 747-28-2315, dated January 11, 2012.

(1) Do either a general visual inspection or ultrasonic non-destructive test of the left- and right-hand wing fuel tank access doors to determine whether impact-resistant access doors are installed in the correct locations. If any standard access door is found, before further flight, replace with an impact-resistant access door, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 747-28-2315, dated January 11, 2012.

(2) Do a general visual inspection of the left- and right-hand wing fuel tank impact-resistant access doors and adjacent wing skin to verify stencils and index markers are applied. If a stencil or index marker is missing, before further flight, apply a stencil or index marker, as applicable, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 747-28-2315, dated January 11, 2012.

#### (h) Maintenance Program Revisions

Within 60 days after the effective date of this AD, do the actions specified in paragraphs (h)(1) or (h)(2) of this AD, as applicable.

(1) For Model 747-400, -400D, and -400F series airplanes: Revise the maintenance program to incorporate Critical Design Configuration Control Limitation (CDCCL) Task 57-AWL-01, "Impact-Resistant Fuel Tank Access Doors," of Sub-section B.2, "Impact-Resistant Fuel Tank Access Doors," of Section B, "Airworthiness Limitations (AWLs)—Fuel Systems," of Section 9, Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs) D621U400-9, of the Boeing 747-400 Maintenance Planning Data (MPD) Document D621U400-9, Revision August 2012.

(2) For Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series airplanes: Revise the maintenance program to incorporate CDCCL Task 57-AWL-01, "Impact-Resistant Fuel Tank Access Doors," of Sub-section C.2, "Impact-Resistant Fuel Tank Access Doors," of Section C, "Airworthiness Limitations—Fuel Systems," of the Boeing 747-100/200/300/SP Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs) Document D6-13747-CMR, Revision August 2012.

#### (i) No Alternative Actions, Intervals, and/or CDCCL

After accomplishing the revisions required by paragraph (h) of this AD, no alternative

actions (e.g., inspections), intervals, and/or CDCCLs may be used unless the actions, intervals, and/or CDCCLs are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (j) of this AD.

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

(1) The Manager, Seattle 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 (k) of this AD. Information may be emailed to: [9-ANM-Seattle-ACO-AMOC-Requests@faa.gov](mailto:9-ANM-Seattle-ACO-AMOC-Requests@faa.gov).

(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.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD if it is approved by the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

#### (k) Related Information

For more information about this AD, contact Suzanne Lucier, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6438; fax: 425-917-6590; email: [suzanne.lucier@faa.gov](mailto:suzanne.lucier@faa.gov).

#### (l) 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) Boeing Service Bulletin 747-28-2315, dated January 11, 2012.

(ii) CDCCL Task 57-AWL-01, "Impact-Resistant Fuel Tank Access Doors," of Sub-section B, Airworthiness Limitations (AWLs)—Fuel Systems, of Section 9, D621U400-9, Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs) of Boeing 747-400 Maintenance Planning Data (MPD) Document, Revision August 2012.

(iii) CDCCL Task 57-AWL-01, "Impact-Resistant Fuel Tank Access Doors," of Sub-section C.2., "Impact Resistant Fuel Tank Access Doors," of Section C, "Airworthiness Limitations—Fuel Systems," of the Boeing 747-100/200/300/SP Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs) Document D6-13747-CMR, Revision August 2012.

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P. O. Box 3707, MC 2H-65, Seattle, WA 98124-2207; telephone 206-544-5000, extension 1; fax 206-766-5680; Internet <https://www.myboeingfleet.com>.

(4) You may view this service information at 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.

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

Issued in Renton, Washington, on July 13, 2014.

**Michael Kaszycki,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2014-17922 Filed 8-4-14; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2014-0311; Directorate Identifier 2014-CE-014-AD; Amendment 39-17927; AD 2014-16-03]

RIN 2120-AA64

#### Airworthiness Directives; Fuji Heavy Industries, Ltd. Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for Fuji Heavy Industries, Ltd. Models FA-200-160, FA-200-180, and FA-200-180AO airplanes. This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as deterioration of brake performance due to seal defects caused by deterioration due to age of the O-rings of the brake master cylinder. We are issuing this AD to require actions to address the unsafe condition on these products.

**DATES:** This AD is effective September 9, 2014.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of September 9, 2014.

**ADDRESSES:** You may examine the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-0311; or in person at Document Management Facility, 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 service information identified in this proposed AD, contact Fuji Heavy Industries, Ltd., Aerospace Company, 1-11 Younan 1 Chome Utsunomiya Tochigi, Japan 320-8564; telephone: +81-28-684-7253; fax: +81-28-684-7260; email: none; Internet: <http://www.fhi.co.jp/english/outline/section/aero.html>. You may review this referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

**FOR FURTHER INFORMATION CONTACT:** Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: [doug.rudolph@faa.gov](mailto:doug.rudolph@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Discussion**

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to add an AD that would apply to Fuji Heavy Industries, Ltd. Models FA-200-160, FA-200-180, and FA-200-180AO airplanes. The NPRM was published in the **Federal Register** on May 19, 2014 (79 FR 28647). The NPRM proposed to correct an unsafe condition for the specified products and was based on mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country. The MCAI was issued based on reports of deterioration of brake performance due to seal defects caused by deterioration due to age of the O-rings of the brake master cylinder on the affected airplanes, which could result in reduced or loss of control during ground operations. The MCAI requires repetitive replacement of any O-ring of the brake master cylinders. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0311-0002>.

**Comments**

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM (79

FR 28647, May 19, 2014) or on the determination of the cost to the public.

**Conclusion**

We reviewed the relevant data and determined that air safety and the public interest require adopting this AD as proposed except for minor editorial changes. We have determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM (79 FR 28647, May 19, 2014) for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM (79 FR 28647, May 19, 2014).

**Costs of Compliance**

We estimate that this AD will affect 3 products of U.S. registry. We also estimate that it would take about 1 work-hour per product to comply with the basic requirements of this AD. The average labor rate is \$85 per work-hour.

Based on these figures, we estimate the cost of the AD on U.S. operators to be \$255, or \$85 per product.

In addition, we estimate that any necessary follow-on actions would take about 8 work-hours and require parts costing \$10, for a cost of \$690 per product. We have no way of determining the number of products that may need these actions.

**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 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.

**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-2014-0311; 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 the NPRM, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (telephone (800) 647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

**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 adding the following new AD:

**2014-16-03 Fuji Heavy Industries, Ltd.:**  
Amendment 39-17927; Docket No. FAA-2014-0311; Directorate Identifier 2014-CE-014-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective September 9, 2014.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Fuji Heavy Industries, Ltd. Models FA-200-160, FA-200-180, and FA-200-180AO airplanes, all serial numbers, certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 32: Landing Gear.

**(e) Reason**

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as deterioration of brake performance due to seal defects caused by deterioration due to age of the O-rings of the brake master cylinders. We are issuing this AD to prevent the deterioration of brake performance, which could result in reduced or loss of control during ground operations.

**(f) Actions and Compliance**

Unless already done, do the following actions required by paragraphs (f)(1) through (f)(3) of this AD:

(1) As of September 9, 2014 (the effective date of this AD), if the brake master cylinder O-rings have accumulated more than 1,000 hours time-in-service (TIS) or 5 years since the last replacement of any O-ring or if the replacement date of any O-ring cannot be determined, within 50 hours TIS after September 9, 2014 (the effective date of this AD) or 1 year after September 9, 2014 (the effective date of this AD), whichever occurs first, replace any O-ring following Fuji Heavy Industries Ltd. Service Bulletin No. 200-016, dated April 17, 2014.

(2) As of September 9, 2014 (the effective date of this AD), every time the brake master cylinder is replaced, inspect the manufacture date on the data tag of the brake master cylinder or the last replacement date of any O-ring by referring to the airframe logbook.

(3) During any inspection of the manufacture date of the brake master cylinder or the last replacement date of any O-ring as required by paragraph (f)(2) of this AD, if it is determined that the O-rings have accumulated more than 5 years since the manufacture date on the data tag of the brake master cylinder or the last replacement date of the brake master cylinder O-rings, or if the manufacture date on the data tag on the brake master cylinder and the last replacement date of any brake master cylinder O-ring cannot be determined, before further flight, replace all brake master cylinder O-rings when installed on the airplane following Fuji Heavy Industries Ltd. Service Bulletin No. 200-016, dated April 17, 2014.

**(g) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust,

Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: [doug.rudolph@faa.gov](mailto:doug.rudolph@faa.gov). Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) *Airworthy Product*: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

**(h) Related Information**

Refer to MCAI Japan Civil Aviation Bureau (JCAB) AD No. TCD-8396-2014, dated April 21, 2014, for related information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0311-0002>.

**(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.

(i) Fuji Heavy Industries Ltd. Service Bulletin No. 200-016, dated April 17, 2014.

(ii) Reserved.

(3) For Fuji Heavy Industries, Ltd. service information identified in this AD, contact Fuji Heavy Industries, Ltd., Aerospace Company, 1-11 Younan 1 Chome Utsunomiya Tochigi, Japan 320-8564; telephone: +81-28-684-7253; fax: +81-28-684-7260; email: none; Internet: <http://www.fhi.co.jp/english/outline/section/aero.html>.

(4) You may view this service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

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

Issued in Kansas City, Missouri, on July 28, 2014.

**James E. Jackson,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2014-18260 Filed 8-4-14; 8:45 am]

**BILLING CODE 4910-13-P**

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

**[Docket No. FAA-2014-0478; Directorate Identifier 2014-SW-017-AD; Amendment 39-17902; AD 2014-07-51]**

**RIN 2120-AA64**

**Airworthiness Directives; AgustaWestland S.p.A. Helicopters**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** We are publishing a new airworthiness directive (AD) for certain AgustaWestland S.p.A. Model AB139 and AW139 helicopters. This AD requires repetitively inspecting the Main Rotor (M/R) Rotating Scissors for play of the Lower Half Scissor Spherical Bearing (bearing) and removing the bearing if there is play beyond allowable limits. This AD also requires removing all affected bearings. This AD is prompted by reports of certain bearings dislodging from certain M/R Rotating Scissors. These actions are intended to detect excessive play of the bearing and prevent failure of the M/R Rotating Scissors and subsequent loss of control of the helicopter.

**DATES:** This AD becomes effective August 20, 2014 to all persons except those persons to whom it was made immediately effective by Emergency AD (EAD) No. 2014-07-51, issued on March 27, 2014, which contains the requirements of this AD.

The Director of the Federal Register approved the incorporation by reference of certain documents listed in this AD as of August 20, 2014.

We must receive comments on this AD by October 6, 2014.

**ADDRESSES:** You may send comments by any of the following methods:

- *Federal eRulemaking Docket:* Go to <http://www.regulations.gov>. Follow the online instructions for sending your comments electronically.

- *Fax:* 202-493-2251.

- *Mail:* Send comments to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001.

- *Hand Delivery:* Deliver to the "Mail" address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.