ADDRESSES:

ACTION:

AGENCY:

AFFECTED AIRCRAFT:

SUMMARY:

DATES:

ADDRESSES:

FOLLOWING DISCUSSION:

SUPPLEMENTARY INFORMATION:


Related Service Information Under 1 CFR Part 51

Airbus Defense and Space S.A. has issued AOT–CN235–28–0001, dated February 19, 2016; and AOT–C295–28–0001, dated February 19, 2016. The service information describes procedures for inspecting and replacing the motorized fuel valves. The service information also describes procedures for reporting inspection findings. These documents are distinct since they apply to different airplane models.


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

Costs of Compliance

We estimate that this proposed AD affects 14 airplanes of U.S. registry.

ESTIMATED COSTS

<table>
<thead>
<tr>
<th>Action</th>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Cost per product</th>
<th>Cost on U.S. operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inspection</td>
<td>2 work-hours × $85 per hour = $170</td>
<td>$0</td>
<td>$170</td>
<td>$2,380</td>
</tr>
<tr>
<td>Reporting</td>
<td>1 work-hour × $85 per hour = $85</td>
<td>0</td>
<td>85</td>
<td>1,190</td>
</tr>
</tbody>
</table>

We estimate the following costs to do any necessary replacements that would be required based on the results of the proposed inspection. We have no way of determining the number of airplanes that might need these replacements:

ON-CONDITION COSTS

<table>
<thead>
<tr>
<th>Action</th>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Cost per product</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replacement</td>
<td>5 work-hours × $85 per hour = $425</td>
<td>$38,448</td>
<td>$38,873</td>
</tr>
</tbody>
</table>

Paperwork Reduction Act

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB control number. The control number for the collection of information required by this proposed AD is 2120–0056. The paperwork cost associated with this proposed AD has been detailed in the Costs of Compliance section of this document and includes time for reviewing instructions, as well as completing and reviewing the collection of information. Therefore, all reporting associated with this proposed AD is mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at 800 Independence Ave. SW., Washington, DC 20591, ATTN: Information Collection Clearance Officer, AES–200.

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 proposed AD would not have federalism implications under Executive Order 13132. The FAA amends § 39.13 by adding the following guidance:

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 guidance (AD):


(a) Comments Due Date

We must receive comments by January 9, 2017.

(b) Affected ADs

None.

(c) Applicability


(d) Subject

Air Transport Association (ATA) of America Code 28, Fuel.

(e) Reason

This AD was prompted by leakage of a motorized cross-feed fuel valve, which was detected during accomplishment of a functional check. We are issuing this AD to detect and correct leaks in a motorized cross-feed fuel valve, which could lead to failure of the fuel valve and consequent improper...
(f) Compliance
Comply with this AD within the compliance times specified, unless already done.

(g) Inspection of Motorized Fuel Valves
Within the compliance time defined in paragraph (g)(1) or (g)(2) of this AD, as applicable, do a general visual inspection of each motorized fuel valve having part number P/N 7923227F for the presence of fuel on the electrical connectors and inside the receptacles, as specified in, and in accordance with the instructions of Airbus Defense and Space Alert Operators Transmission (AOT) AOT–CN235–28–0001 or Airbus Defense and Space AOT–C295–28–0001, both dated February 19, 2016, as applicable.

(1) For airplanes that, as of the effective date of this AD, have accumulated 6,000 flight cycles or more since first flight: Do the inspection within 30 flight cycles or 30 days after the effective date of this AD, whichever occurs first.

(2) For airplanes that, as of the effective date of this AD, have accumulated fewer than 6,000 flight cycles since first flight: Do the inspection within 400 flight hours after the effective date of this AD.

(h) Replacement of Affected Parts
If, during the inspection required by paragraph (g) of this AD, any leaking of a motorized fuel valve having P/N 7923227F is detected; Before the next flight, replace the affected fuel valve with a serviceable part, in accordance with the instructions of Airbus Defense and Space Alert Operators Transmission (AOT) AOT–CN235–28–0001 or Airbus Defense and Space AOT–C295–28–0001, both dated February 19, 2016, as applicable. A serviceable part is defined as a part that is not defective; it could be a used or brand new part.

(i) Parts Installation Limitation
As of the effective date of this AD, replacement of a motorized fuel valve having P/N 7923227F with a serviceable used part on an airplane is allowed, provided that, within 30 flight cycles or 30 days, whichever occurs first after installation, the part passes an inspection done in accordance with the instructions of Airbus Defense and Space Alert Operators Transmission (AOT) AOT–CN235–28–0001 or AOT–C295–28–0001, both dated February 19, 2016, as applicable.

(j) Reporting Requirement
At the applicable time specified in paragraph (j)(1) or (j)(2) of this AD, report the inspection results (both positive and negative) to Airbus DS Technical Assistance Center (AMTAC); telephone +34 91 600 79 99; email mta.technicalservice@airbus.com. The report must include the inspection results, a description of any discrepancies found, operator name, the airplane model and serial number, valve part number and serial number, and the number of landings and flight hours on the airplane.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 60 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 60 days after the effective date of this AD.

(k) Other FAA AD Provisions
The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM–116, Transport Airplane Directorate, 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 International Branch, send it to ATTN: Shahram Daneshmandi, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057–3358; telephone 425–227–1112; fax 425–227–1140. 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, International Branch, ANM–116, Transport Airplane Directorate, FAA; or European Aviation Safety Agency (EASA); or Airbus Defense and Space S.A.’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Reporting Requirements: A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120–0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES–200.

(l) Related Information
(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Airworthiness Directive 2016–0071, dated April 11, 2016, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA–2016–9386.

(2) For service information identified in this AD, contact Airbus Defense and Space, Technical Services/Engineering Support, Avenida de Aragon 404, 28022 Madrid, Spain; telephone +34 91 585 55 84; fax +34 91 585 53 0527; email MTA.TechnicalService@airbus.com. 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.

Issued in Renton, Washington, on November 2, 2016.
Michael Kaszynski,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 71

Proposed Amendment of Class E Airspace, Willows, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to modify Class E airspace extending upward from 700 feet above the surface at Willows-Glenn County Airport, Willows, CA. Decommissioning of the Maxwell VHF Omni-directional Range/Tactical Air Navigation (VORTAC) navigation aid and cancellation of associated approaches has made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations at the airport. The airport’s geographic coordinates also would be adjusted to match the current FAA aeronautical database.

DATES: Comments must be received on or before January 9, 2017.

ADDRESSES: Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, Washington, DC 20590; telephone: 1–800–647–5227, or (202) 366–9826. You must identify FAA Docket No. FAA–2016–9138; Airspace Docket No. 16–AWP–13, at the beginning of your comments. You may also submit comments through the Internet at http://www.regulations.gov. You may review the public docket containing the