

**(j) New Provision Regarding No Alternative Actions or Intervals**

After the maintenance or inspection program has been revised as required by paragraph (i) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an AMOC in accordance with the procedures specified in paragraph (l) of this AD.

**(k) Credit for Previous Actions**

This paragraph provides credit for the revision required by paragraph (i) of this AD, if that action was performed before the effective date of this AD using Boeing 717–200 ALI, Report MDC–96K9063, Revision 14, dated July 2015.

**(l) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Los Angeles 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 (m)(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.

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

(4) AMOCs approved previously for AD 2007–11–13 are approved as AMOCs with this AD, provided the AMOCs do not apply to PSE 53.30.02.11, 57.11.02.03, or 57.32.01.07.

**(m) Related Information**

(1) For more information about this AD, contact Eric Schrieber, Aerospace Engineer, Airframe Branch, ANM–120L, FAA, Los Angeles ACO, 3960 Paramount Boulevard, Lakewood, CA 90712–4137; phone: 562–627–5348; fax: 562–627–5210; email: [eric.schrieber@faa.gov](mailto:eric.schrieber@faa.gov).

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (n)(5) and (n)(6) of this AD.

**(n) 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.

(3) The following service information was approved for IBR on March 14, 2017.

(i) Boeing 717–200 Airworthiness Limitations Instructions (ALI), Report MDC–96K9063, Revision 15, dated June 2016.

(ii) Reserved.

(4) The following service information was approved for IBR on June 29, 2007 (72 FR 29237, May 25, 2007).

(i) Boeing 717–200 Airworthiness Limitations Instructions, Report MDC–96K9063, Revision 5, dated February 2006.

(ii) Reserved.

(5) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110–SK57, Seal Beach, CA 90740–5600; telephone 562–797–1717; Internet <https://www.myboeingfleet.com>.

(6) 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.

(7) 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 December 27, 2016.

**Jeffrey E. Duven,**

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

[FR Doc. 2016–31962 Filed 2–6–17; 8:45 am]

**BILLING CODE 4910–13–P**

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

**[Docket No. FAA–2017–0045; Directorate Identifier 2017–CE–002–AD; Amendment 39–18785; AD 2017–02–06]**

**RIN 2120–AA64**

**Airworthiness Directives; Piper Aircraft, Inc. Airplanes**

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

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

**SUMMARY:** We are adopting a new airworthiness directive (AD) for certain Piper Aircraft, Inc. Models PA–31T, PA–31T1, PA–31T2, PA–31T3, and PA–31P–350 airplanes. This AD requires repetitive detailed visual inspections of the wiring below the main circuit breaker panel for proper clearance and evidence of damage and rerouting or replacing wires and/or parts as necessary. This AD was prompted by a fatal accident where evidence of thermal

damage in this area was found. We are issuing this AD to correct the unsafe condition on these products.

**DATES:** This AD is effective February 22, 2017.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of February 22, 2017.

We must receive comments on this AD by March 24, 2017.

**ADDRESSES:** You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.

- **Fax:** 202–493–2251.

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

- **Hand Delivery:** U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this final rule, contact Piper Aircraft, Inc., Customer Service, 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (877) 879–0275; fax: none; email: [customer.service@piper.com](mailto:customer.service@piper.com); Internet: [www.piper.com](http://www.piper.com). You may view 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. It is also available on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA–2017–0045.

**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–2017–0045; 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 this AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (phone: 800–647–5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:**  
 Bryan Long, Aerospace Engineer, FAA,  
 Atlanta Aircraft Certification Office,  
 1701 Columbia Avenue, College Park,  
 Georgia 30337; phone: (404) 474-5578;  
 fax: (404) 474-5606; email:  
 bryan.long@faa.gov.

**SUPPLEMENTARY INFORMATION:**

**Discussion**

We received reports of a fatal accident on a Piper Aircraft, Inc. Model PA-31T airplane. Although the investigation is not complete, the National Transportation Safety Board (NTSB) found evidence of thermal damage near the main electrical bus circuit breaker panel. The enclosed space also includes hydraulic lines that run directly beneath the panel. The wiring in this area showed evidence of electrical arcing, and the hydraulic lines showed evidence of fire.

During the accident investigation, we and the NTSB examined the area below the circuit breaker panel in 6 different Model PA-31T series airplanes. All 6 airplanes had instances of wiring and hydraulic lines making direct contact and some of the airplanes showed signs of wiring rubbing or chafing adjacent structure or flammable fluid lines.

This condition, if not corrected, could lead to electrical arcing and a possible inflight fire in an area that is not accessible by the crew. We are issuing this AD to correct the unsafe condition on these products.

**Related Service Information Under 1 CFR Part 51**

We reviewed Piper Aircraft, Inc. Service Bulletin No. 1301, dated January 6, 2017. The service information describes procedures for visually inspecting the area below the main circuit breaker panel and rerouting and replacing wires and/or parts as necessary. This service information is reasonably available because the interested parties have access to it through their normal course of business

or by the means identified in the **ADDRESSES**.

**FAA’s Determination**

We are issuing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

**AD Requirements**

This AD requires accomplishing the actions specified in the service information described previously, except as discussed under “Differences Between the AD and the Service Information.”

**Differences Between the AD and the Service Information**

This AD requires the initial inspection within 30 days after the effective date and repetitive inspections at intervals not to exceed 12 calendar months, which differs from the compliance time specified in the service bulletin. Also, the service bulletin specifies the use of a 10X magnifying glass; however, the inspection space is very confined, and it is difficult to use a magnifying glass in the area. This AD requires the use of mirrors, a suitable light source, and other equipment (small cameras, borescopes, and magnification, etc.) as needed to do the visual inspection of the area.

The **SUMMARY** section of the service bulletin states for you to contact your Factory Authorized Service Facility to make arrangements for compliance with the service bulletin. Any appropriately licensed mechanic may do the work of this AD. Please note that to receive any warranty credit from Piper, the work may need to be done at the Factory Authorized Service Facility.

**FAA’s Justification and Determination of the Effective Date**

An unsafe condition exists that requires the immediate adoption of this

AD. The FAA has found that the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because rubbing or chafing of the electrical wires to adjacent structure or flammable fluid lines could lead to electrical arcing and possible inflight fire in an area that is not accessible by the crew. Therefore, we find that notice and opportunity for prior public comment are impracticable and that good cause exists for making this amendment effective in less than 30 days.

**Comments Invited**

This AD is a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment. However, we invite you to send any written data, views, or arguments about this AD. Send your comments to an address listed under the **ADDRESSES** section. Include the docket number FAA-2017-0045 and Directorate Identifier 2017-CE-002-AD at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this AD because of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this AD.

**Costs of Compliance**

We estimate that this AD affects 335 airplanes of U.S. registry.

We estimate the following costs to comply with this AD:

**ESTIMATED COSTS**

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Visual inspection .....	1 work-hour × \$85 per hour = \$85 .....	Not applicable .....	\$85	\$28,475

We estimate the following costs to do any necessary replacements that would

be required based on the results of the inspection. We have no way of

determining the number of aircraft that might need these replacements:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Replacement of wires, fluid lines, and/or terminals .....	2 work-hours × \$85 per hour = \$170 .....	\$100	\$270

**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**

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) Is not a “significant rule” under 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.

**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 airworthiness directive (AD):

**2017-02-06 Piper Aircraft, Inc.:**  
Amendment 39-18785; Docket No. FAA-2017-0045; Directorate Identifier 2017-CE-002-AD.

**(a) Effective Date**

This AD is effective February 22, 2017.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Piper Aircraft, Inc. Models PA-31T, serial numbers (SN) 31T-7400002 through 31T-8120104; PA-31T1, SNs 31T-7804001 through 31T-8304003 and SNs 31T-1104004 through 31T-1104017; PA-31T2, SNs 31T-8166001 through 31T-8166076 and 31T-1166001 through 31T-1166008; PA-31T3, SNs 31T-8275001 through 31T-8475001 and 31T-5575001; and PA-31P-350, SNs 31P-8414001 through 31P-8414050; certificated in any category.

**(d) Subject**

Joint Aircraft System Component (JASC)/ Air Transport Association (ATA) of America Code 2497, Electrical Power/Electrical Power System Wiring.

**(e) Unsafe Condition**

This AD was prompted by a fatal accident where evidence of thermal damage in the area below the main circuit breaker panel was found. We are issuing this AD to detect and correct rubbing/chafing of wiring with other wires, adjacent structure, and/or flammable fuel lines, which could lead to electrical arcing and possible inflight fire in an area that is not accessible by the crew.

**(f) Compliance**

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

**(g) Inspection**

(1) Within 30 days after February 22, 2017 (the effective date of this AD) and repetitively thereafter at intervals not to exceed 12 calendar months, do a detailed visual inspection of the wiring in the area below the main circuit breaker panel using mirrors, a suitable light source, and other equipment (small cameras, borescopes, and magnification, etc.) as needed to do the

visual inspection of the area. Follow paragraphs 1, 2, and 3 of the Instructions section of Piper Aircraft, Inc. Service Bulletin No. 1301, dated January 6, 2017.

Note 1 to paragraph (g)(1) of this AD: You may begin the repetitive inspections before 12 calendar months after the initial inspection to coincide the repetitive inspection with the annual inspection.

(2) If any damage and/or rubbing or chafing is found during any of the inspections required in paragraph (g)(1) of this AD, before further flight, reroute, rework, or replace any wires as specified in paragraphs 2 and 3 of the Instructions section of Piper Aircraft, Inc. Service Bulletin No. 1301, dated January 6, 2017.

(3) Perform a functional test after any inspection required by this AD as specified in paragraph 4 of the Instructions section of Piper Aircraft, Inc. Service Bulletin No. 1301, dated January 6, 2017.

(4) The Summary section of Piper Aircraft, Inc. Service Bulletin No. 1301, dated January 6, 2017, states to contact the Factory Authorized Piper Service Facility to make arrangements for compliance with the service bulletin. Any appropriately licensed mechanic may do the work of this AD. Please note that to receive any warranty credit from Piper, the work may need to be done at the Factory Authorized Service Facility.

**(h) 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 (i) 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.

**(i) Related Information**

For more information about this AD, contact Bryan Long, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5578; fax: (404) 474-5606; email: [bryan.long@faa.gov](mailto:bryan.long@faa.gov).

**(j) 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) Piper Aircraft, Inc. Service Bulletin No. 1301, dated January 6, 2017.

(ii) Reserved.

(3) For service information identified in this AD, contact Piper Aircraft, Inc., Customer Service, 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (877) 879-0275; fax: none; email: [customer.service@piper.com](mailto:customer.service@piper.com); Internet: [www.piper.com](http://www.piper.com).

(4) You may view 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.

(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 January 18, 2017.

**Melvin Johnson,**

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

[FR Doc. 2017-01689 Filed 2-6-17; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF COMMERCE

### National Oceanic and Atmospheric Administration

#### 15 CFR Part 902

#### 50 CFR Parts 300 and 679

[Docket No. 151001910-6999-02]

RIN 0648-BF42

#### Fisheries of the Exclusive Economic Zone Off Alaska; Allow the Use of Longline Pot Gear in the Gulf of Alaska Sablefish Individual Fishing Quota Fishery; Amendment 101; Correction

**AGENCY:** National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

**ACTION:** Stay of final rule; correction.

**SUMMARY:** NMFS published a “Stay of final rule” on January 31, 2017—in accordance with the memorandum of January 20, 2017, from the Assistant to the President and Chief of Staff, entitled “Regulatory Freeze Pending Review,” published in the **Federal Register** on January 24, 2017 (the Memorandum)—to delay the effective date of the final rule NMFS published on December 28, 2016. This notification corrects the effectiveness date from “March 12, 2017” to “March 11, 2017.” For consistency and clarity, the complete new **DATES** section has been set out below in its entirety.

**DATES:** Effective February 7, 2017, the final rule amending 15 CFR part 902, and 50 CFR parts 300 and 679, that published on December 28, 2016, at 81 FR 95435, is stayed to March 11, 2017.

**FOR FURTHER INFORMATION CONTACT:** Rachel Baker, 907-586-7228.

#### SUPPLEMENTARY INFORMATION:

#### Background

On December 28, 2016, NMFS published this final rule to implement Amendment 101 to the Fishery Management Plan for Groundfish of the Gulf of Alaska (GOA FMP) for the sablefish individual fishing quota (IFQ) fisheries in the Gulf of Alaska (GOA). This final rule authorizes the use of longline pot gear in the GOA sablefish IFQ fishery. In addition, this final rule establishes management measures to minimize potential conflicts between hook-and-line and longline pot gear used in the sablefish IFQ fisheries in the GOA. This final rule also includes regulations developed under the Northern Pacific Halibut Act of 1982 (Halibut Act) to authorize harvest of halibut IFQ caught incidentally in longline pot gear used in the GOA sablefish IFQ fishery. This final rule is necessary to improve efficiency and provide economic benefits for the sablefish IFQ fleet and minimize potential fishery interactions with whales and seabirds. This action is intended to promote the goals and objectives of the Magnuson-Stevens Fishery Conservation and Management Act, the Halibut Act, the GOA FMP, and other applicable laws.

On January 20, 2017, the White House issued a memo instructing Federal agencies to temporarily postpone the effective date for 60 days after January 20, 2017, of any regulations or guidance documents that have published in the **Federal Register** but not yet taken effect, for the purpose of “reviewing questions of fact, law, and policy they raise.” Because its effective date has already passed, we enacted a stay of the rule published on December 28, 2016, at 81 FR 95435 (see **DATES** above) until March 12, 2017, in a “Stay of final rule” document published on January 31, 2017 (82 FR 8810).

#### Need for Correction

After the “Stay of final rule” published on January 31, 2017, NMFS is correcting the effective date of “March 12, 2017” to “March 11, 2017” to better align with current fisheries management goals. NMFS publishes this notification to correct the stay of effective date.

#### Corrections

In the **Federal Register** of January 31, 2017, in FR Doc. 2017-02055, “March 12, 2017” is corrected to read “March 11, 2017” in the following places:

1. In the **DATES** section on page 8810 in the second column, which is also set out in its entirety above for clarity and consistency;

2. On page 8810, third column, second paragraph, last sentence; and

3. On page 8811, in the following amendatory instructions: 2, 4, 6, 7, 8, 9, 10, 11, 12, 13, and 14.

**Authority:** 16 U.S.C. 1801 *et seq.*

Dated: February 2, 2017.

**Alan D. Risenhoover,**

*Acting Deputy Assistant Administrator for Regulatory Programs, National Marine Fisheries Service.*

[FR Doc. 2017-02463 Filed 2-6-17; 8:45 am]

**BILLING CODE 3510-22-P**

## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### Food and Drug Administration

#### 21 CFR Parts 201, 801, and 1100

[Docket No. FDA-2015-N-2002]

RIN 0910-AH19

#### Clarification of When Products Made or Derived From Tobacco Are Regulated as Drugs, Devices, or Combination Products; Amendments to Regulations Regarding “Intended Uses”; Delayed Effective Date

**AGENCY:** Food and Drug Administration, HHS.

**ACTION:** Final rule; delay of effective date.

**SUMMARY:** In accordance with the memorandum of January 20, 2017, from the Assistant to the President and Chief of Staff, entitled “Regulatory Freeze Pending Review,” this action delays the effective date of the final rule (“Clarification of When Products Made or Derived From Tobacco Are Regulated as Drugs, Devices, or Combination Products; Amendments to Regulations Regarding ‘Intended Uses’”), which published on January 9, 2017, from February 8, 2017, until March 21, 2017.

**DATES:** The effective date of the rule amending 21 CFR Chapter I published at 82 FR 2193 on January 9, 2017 is delayed until March 21, 2017.

**FOR FURTHER INFORMATION CONTACT:** Center for Tobacco Products, Food and Drug Administration, 10903 New Hampshire Ave., Document Control Center, Bldg. 71, Rm. G335, Silver