own disclosure so long as it is substantially similar. The creditor need not orally request the monitoring information if it is requested in writing.

* * * * *

Dated: September 8, 2017.

Richard Cordray,
Director, Bureau of Consumer Financial Protection.

[parent document]
We have received no definitive data that enables us to provide a cost estimate for the on-condition actions or the optional replacement specified in this AD.

### 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...

### 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>Inspections (Zone 1) [Retention actions from AD 2011-01-15]</td>
<td>2 work-hours × $85 per hour = $170 per inspection cycle.</td>
<td>$0</td>
<td>$170 per inspection cycle ...</td>
<td>$110,840 per inspection cycle.</td>
</tr>
<tr>
<td>Inspections (Zones 2 and 3) [new action]</td>
<td>Up to 4 work-hours × $85 per hour = Up to $340 per inspection cycle.</td>
<td>$0</td>
<td>Up to $340 per inspection cycle.</td>
<td>Up to $221,680 per inspection cycle.</td>
</tr>
<tr>
<td>Optional modification</td>
<td>Up to 615 work-hours × $85 per hour = Up to $52,275.</td>
<td>Up to $26,496</td>
<td>Up to $78,771</td>
<td>Up to $51,358,692.</td>
</tr>
</tbody>
</table>
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.

This AD is issued in accordance with
authority delegated by the Executive
Director, Aircraft Certification Service,
as authorized by FAA Order 8000.51C.
In accordance with that order, issuance
of ADs is normally a function of the
Compliance and Airworthiness
Division, but during this transition
period, the Executive Director has
delegated the authority to issue ADs
applicable to transport category
airplanes to the Director of the System
Oversight Division.

Regulatory Findings
We have determined that this AD will
not have federalism implications under
Executive Order 13132. This AD will
do 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

§ 39.17.

(i) Do an external sliding probe eddy
current (EC) inspection for cracking of
the crown skin panel in the applicable Zone
1 areas specified in, and in accordance with,
Part 2 of the Accomplishment Instructions
of Boeing Special Attention Service Bulletin
757–53–0097, Revision 3, dated December 2,
2016.

(ii) Do an external spot-probe-medium-
frequency EC inspection for cracking of
the crown skin panel in the applicable Zone
1 areas specified in, and in accordance with,
Part 2 of the Accomplishment Instructions
of Boeing Special Attention Service Bulletin
757–53–0097, Revision 3, dated December 2,
2016.

(2) For airplanes on which any crack
is found during any inspection required by
paragraph (g)(1) of this AD; or any repair is
installed that covers any portion of the Zone
1 inspection area specified in Boeing Special
Attention Service Bulletin 757–53–0097,
Revision 3, dated December 2, 2016; or the
optional Zone 1 preventive modification
specified in paragraph (k)(1) of this AD is
installed: At the applicable time specified in
table 2 of paragraph 1.E., “Compliance,” of
Boeing Special Attention Service Bulletin
757–53–0097, Revision 3, dated December 2,
2016, except as required by paragraph
(l)(1) of this AD: Do the Zone 1 inspection
specified in paragraph (g)(2)(i) or (g)(2)(ii)
of this AD. Repeat the applicable Part 4 or Part
5 inspection thereafter at the applicable
times specified in table 2 of paragraph 1.E.,
“Compliance,” of Boeing Special Attention
Service Bulletin 757–53–0097, Revision 3,
dated December 2, 2016. Accomplishing the
replacement specified in paragraph (k)(2) of
this AD terminates the inspections required
by this paragraph.

(i) Do an external sliding probe EC
inspection for cracking of the crown skin
panel in the applicable Zone 2 areas
specified in, and in accordance with,
Part 4 of the Accomplishment Instructions
of Boeing Special Attention Service Bulletin
757–53–0097, Revision 3, dated December 2,
2016.

(ii) Do an external spot-probe-medium-
frequency EC inspection for cracking of
the crown skin panel in the applicable Zone
2 areas specified in, and in accordance with,
Part 5 of the Accomplishment Instructions
of Boeing Special Attention Service Bulletin
757–53–0097, Revision 3, dated December 2,
2016.

(3) For airplanes on which any crack
is found during any inspection required by
paragraph (g)(1) of this AD; or any repair is
installed that covers any portion of the Zone
1 inspection area specified in Boeing Special
Attention Service Bulletin 757–53–0097,
Revision 3, dated December 2, 2016; or the
optional Zone 1 preventive modification
specified in paragraph (k)(1) of this AD is
installed: At the applicable time specified in
table 3 of paragraph 1.E., “Compliance,” of
Boeing Special Attention Service Bulletin
757–53–0097, Revision 3, dated December 2,
2016, except as required by paragraph
(l)(1) of this AD, do the Zone 3 inspection
specified in paragraph (g)(3)(i) or (g)(3)(ii)
of this AD. Repeat the applicable Part 6 or Part
7 inspection thereafter at the applicable
times specified in table 3 of paragraph 1.E.,

(ii) Do an external sliding probe eddy
current (EC) inspection for cracking of
the crown skin panel in the applicable Zone
1 areas specified in, and in accordance with,
Part 1 of the Accomplishment Instructions
of Boeing Special Attention Service Bulletin
757–53–0097, Revision 3, dated December 2,
2016.

(i) Do an external sliding probe EC
inspection for cracking of the crown skin
panel in the applicable Zone 1 areas
specified in, and in accordance with,
Part 1 of the Accomplishment Instructions
of Boeing Special Attention Service Bulletin
757–53–0097, Revision 3, dated December 2,
2016.

(ii) Do an external spot-probe-medium-
frequency EC inspection for cracking of
the crown skin panel in the applicable Zone
1 areas specified in, and in accordance with,
Part 2 of the Accomplishment Instructions
of Boeing Special Attention Service Bulletin
757–53–0097, Revision 3, dated December 2,
2016.

(iii) Do an external sliding probe EC
inspection for cracking of the crown skin
panel in the applicable Zone 1 areas
specified in, and in accordance with,
Part 2 of the Accomplishment Instructions
of Boeing Special Attention Service Bulletin
757–53–0097, Revision 3, dated December 2,
2016.

(iv) Do an external spot-probe-medium-
frequency EC inspection for cracking of
the crown skin panel in the applicable Zone
1 areas specified in, and in accordance with,
Part 3 of the Accomplishment Instructions
of Boeing Special Attention Service Bulletin
757–53–0097, Revision 3, dated December 2,
2016.
“Compliance,” of Boeing Special Attention Service Bulletin 757–53–0097, Revision 3, dated December 2, 2016. Accomplishing the replacement specified in paragraph (k)(2) of this AD terminates the inspections required by this paragraph.

(i) Do an external sliding probe EC inspection for cracking of the crown skin panel in the applicable Zone 3 areas specified in, and in accordance with, Part 6 of the Accomplishment Instructions of Boeing Special Attention Service Bulletin 757–53–0097, Revision 3, dated December 2, 2016.

(ii) Do an external spot-probe-medium-frequency EC inspection for cracking of the crown skin panel in the applicable Zone 3 areas specified in, and in accordance with, Part 7 of the Accomplishment Instructions of Boeing Special Attention Service Bulletin 757–53–0097, Revision 3, dated December 2, 2016.

(b) Initial Compliance Time for Inspection Required by Paragraph (g)(1) of This AD

Within the applicable compliance times specified in paragraphs (h)(1), (h)(2), (h)(3), and (h)(4) of this AD, whichever occurs latest: Do the initial inspection required by paragraph (g)(1) of this AD.

(1) For all airplanes: Before the accumulation of 15,000 total flight cycles.

(2) For airplanes on which an external sliding probe EC inspection for Zone 1, as specified in Boeing Special Attention Service Bulletin 757–53–0097, has been done as of the effective date of this AD: Within 620 flight cycles after accomplishing the most recent external sliding probe EC inspection for Zone 1.

(3) For airplanes on which an external spot-probe-medium-frequency EC inspection for Zone 1, as specified in Boeing Special Attention Service Bulletin 757–53–0097, has been done as of the effective date of this AD: Within 200 flight cycles after accomplishing the most recent external spot-probe-medium-frequency EC inspection for Zone 1.

(4) For all airplanes: Within 200 flight cycles or 90 days after the effective date of this AD, whichever occurs first.

(i) Post-Preventive Modification Supplemental Inspections


(j) Repair

If any cracking is found during any inspection required by paragraph (g)(1), (g)(2), (g)(3), or (i) of this AD, repair before further flight using a method approved in accordance with the procedures specified in paragraph (n) of this AD. Doing the repair ends the repetitive inspections for the repaired area only.

(k) Optional Terminating Actions

(1) Accomplishing the preventive modification, including doing high frequency EC open-hole inspection for cracking in the existing fastener holes, in accordance with Part 3 of the Accomplishment Instructions of Boeing Special Attention Service Bulletin 757–53–0097, Revision 3, dated December 2, 2016, except as required by paragraph (l)(2) of this AD, terminates the inspections required by paragraph (g)(1) of this AD, provided the preventive modification is done before further flight after accomplishing an inspection required by paragraph (g)(1) of this AD. If any cracking is found during any high frequency EC open-hole inspection, before further flight, repair using a method approved in accordance with the procedures specified in paragraph (n) of this AD.

(2) Replacing the crown skin panel between STA 297 and STA 439, and stringers S–4L and S–4R, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 757–53–0097, Revision 3, dated December 2, 2016, or using a method approved in accordance with the procedures specified in paragraph (n) of this AD, terminates the inspections required by paragraphs (g)(1), (g)(2), and (g)(3) of this AD.

(l) Exceptions to Service Information Specifications and Preventive Modification

(1) Where Boeing Special Attention Service Bulletin 757–53–0097, Revision 3, dated December 2, 2016, specifies a compliance time “after the Revision 2 date of this service bulletin,” or “after the Revision 3 date of this service bulletin,” this AD requires compliance within the specified compliance time after the effective date of this AD.

(2) Where Boeing Special Attention Service Bulletin 757–53–0097, Revision 3, dated December 2, 2016, specifies to contact Boeing for repair instructions: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (n) of this AD.

(m) Credit for Previous Actions

This paragraph provides credit for Zone 1 inspections required by paragraph (g)(1) of this AD, if those actions were performed before the effective date of this AD using Boeing Special Attention Service Bulletin 757–53–0097, dated November 22, 2010 (which was incorporated by reference in AD 2011–01–15); Boeing Special Attention Service Bulletin 757–53–0097, Revision 1, dated January 6, 2011; or Boeing Special Attention Service Bulletin 757–53–0097, Revision 2, dated July 28, 2015.

(n) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles ACO 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 local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send a copy of the person identified in paragraph (o)(1) of this AD. Information may be emailed to: 9-ANM-LAAACO-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, 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 Branch, to make those findings. To be approved, the repair modification, 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 for AD 2011–01–15 are approved as AMOCs for the corresponding provision of paragraph (g) of this AD; except, as of the effective date of this AD, AMOCs that extend the initial compliance times specified in AD 2011–01–15 are no longer approved for the compliance time extension, and the compliance times required by this AD must be complied with.

(5) For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (n)(5)(i) and (n)(5)(ii) apply. (i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled 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 RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(o) Related Information

(1) For more information about this AD, contact Eric Schriebel, Aerospace Engineer, Airframe Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712–4137; phone: 562–627–5348; fax: 562–627–5210; email: Eric.Schriebel@faa.gov.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (p)(3) and (p)(4) of this AD.

(p) 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.
(ii) Reserved.
(4) You may view this service information at the FAA, Transport Standards Branch, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221. It is also available on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA–2017–0532.

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–2017–0532; 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 (telephone 800–647–5527) is Docket 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.


SUPPLEMENTARY INFORMATION:
Discussion
We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain Dassault Aviation Model FALCON 7X airplanes. The NPRM published in the Federal Register on June 12, 2017 (82 FR 26867) (“the NPRM”). The NPRM was prompted by a review showing that inadequate clearance may exist between certain electrical wiring and nearby structures. The NPRM proposed to require an inspection of certain electrical wiring bundles and feeders, modifications, and corrective actions if necessary. We are issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective November 6, 2017.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of November 6, 2017.

ADDRESS: For service information identified in this final rule, contact Dassault Falcon Jet Corporation, Teterboro Airport, P.O. Box 2000, South Hackensack, NJ 07606; telephone 201–440–6700; Internet http://www.dassaultfalcon.com. You may view this referenced service information at the FAA, Transport Standards Branch, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221. It is also available on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA–2017–0532.

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39

RIN 2120–AA64

Airworthiness Directives; Dassault Aviation Airplanes

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

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain Dassault Aviation Model FALCON 7X airplanes. This AD was prompted by a review showing that inadequate clearance may exist between certain electrical wiring and nearby structures. This AD requires an inspection of certain electrical wiring bundles and feeders, modifications, and corrective actions if necessary. We are issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective November 6, 2017.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of November 6, 2017.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA Airworthiness Directive 2016–0230, dated November 21, 2016 (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition for certain Dassault Aviation Model FALCON 7X airplanes. The MCAI states:

A review of the wiring and tubing lay-out showed that there may be low clearance between electrical wiring and nearby structure. Although no in-service incident has been reported, the minimum clearances could deteriorate over time. This condition, if not detected and corrected, could lead to interference or contact with structure, provoking an electrical short circuit or fluid leakage, possibly resulting in loss of several functions essential for safe flight.

To initially address this potential unsafe condition, [Dassault Aviation] DA developed some interim modifications (mod addressing the risk of short circuit and fluid leakage, and EASA issued AD 2010–0029 (later revised) [which corresponds to FAA AD 2011–14–04, Amendment 39–16739 (76 FR 39256, July 6, 2011)] ("AD 2011–14–04") to require emboddiment of those modifications in-service.

Since EASA AD 2010–0029R1 was issued, DA developed another set of modifications, available for in-service application through Service Bulletin (SB) F7X–056, which are considered the final solutions for this unsafe condition.

For the reasons described above, this [EASA] AD requires a one-time [general visual] inspection for worn or damaged wiring or connectors due to inadequate clearance between wiring and nearby structures of the affected electrical wiring and, depending on findings, corrective action(s) and modification of the aeroplane.

Corrective actions include modifying the clamping and routing; adding new brackets, clamps, and cable protections; replacing damaged parts; and improving connections using lock wires. You may examine the MCAI in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA–2017–0532.

Comments
We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM or on the determination of the cost to the public.

Conclusion
We reviewed the relevant data and determined that the cost to the public is not excessive and the benefit is significant because the cost to the public is not excessive and the benefit is significant. Additionally, we determined that it is necessary to issue this AD to eliminate a potential unsafe condition on these products.