documentation pertaining to a matter so as to enable understanding of the facts and determinations in the matter and the reasons for those determinations.


By the Appraisal Subcommittee.

Arthur Lindo,
Chairman.

BILLING CODE
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 1, 21, 25, 26, 27, 34, 43, 45, 60, 61, 63, 65, 91, 97, 107, 110, 119, 121, 125, 129, 133, 135, 137, 141, 142, 145, and 183

[FR Doc. 2018–04410 Filed 3–2–18; 8:45 am]

SUPPLEMENTARY INFORMATION:

Good Cause for Immediate Adoption

Section 553(b)(3)(A) of the Administrative Procedure Act (APA) (5 U.S.C.) authorizes agencies to dispense with notice and comment procedures for rules of a组织实施 procedure, or practice, except when notice or hearing is required by statute. Under this section, an agency may issue a final rule without seeking comment prior to the rulemaking.

Additionally, section 553(b)(3)(B) of the APA authorizes agencies to dispense with notice and comment procedures for rules when the agency for “good cause” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without seeking comment prior to the rulemaking. The FAA finds that notice and public comment to this immediately adopted final rule are unnecessary because this rule meets the exception of section 553(b)(3)(A). The sole purpose of this rule is to reflect organizational changes within AIR and AFS. This rule imposes no additional requirements on the public. Therefore, the FAA has determined that notice and public comment are unnecessary.

The FAA further finds, under 5 U.S.C. 553(d)(3), that good cause exists for making this rule effective upon publication in the Federal Register. It is unnecessary to delay the effective date of this rule because the final rule consists only of organizational amendments that have no substantive effect on the public.

Authority for This Rulemaking

The FAA’s authority to issue rules is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. This rulemaking is promulgated under the authority described in 49 U.S.C. 106(f), which establishes the authority of the Administrator to promulgate rules, including rules that carry out the functions of the agency.

This regulation is within the scope of that authority because the rule makes non-substantive edits to agency organization, procedure, or practice that guides the public’s interaction with AIR and AFS.

I. Overview of Immediately Adopted Final Rule

AIR and AFS have reorganized to align with a functional organization design concept. Currently, various rules in Title 14 of the Code of Federal Regulations (14 CFR) parts 21, 25, 27, 34, 91, 121, 129, 135, and 183 refer to specific AIR offices that are obsolete after its reorganization. Additionally, various rules in 14 CFR parts 1, 43, 45, 60, 61, 63, 65, 91, 97, 107, 110, 119, 121, 125, 129, 133, 135, 137, 141, 142, 145, and 183 refer to specific AFS offices that are obsolete after its reorganization. This rule replaces specific office references with generic references not dependent on any particular office structure. This rule is intended to eliminate any confusion about with whom regulated entities and other persons should interact when complying with these various rules in the future.

II. Background

AIR and AFS have played a critical role in ensuring that the U.S. National Airspace System operates at the highest level of safety. This level of safety has been achieved through the development of standards, policy, and guidance to assure the safe design and production of aviation products, as well as the safe and standardized certification, operation, and oversight of multiple types of FAA certificate holders.

The aviation system is rapidly changing, placing greater demands on its participants. It is more complex, interconnected, and reliant on new technologies. Each component of the aircraft certification safety system—which extends beyond AIR and AFS to include industry’s role in ensuring compliance to regulations, and the public’s participation in the regulatory process—must address the challenges posed by the changing environment. The FAA’s ability to meet the diverse and ever-increasing expectations of its stakeholders, including the flying public, industry, Congress, and other certification authorities, requires fundamental changes to several aspects of the aircraft, airmen, and operator certification safety system, including the organizational structure of AIR and AFS.

The AIR and AFS management teams evaluated changing domestic and global demands on AIR and AFS and
 determined a need for improved organizational efficiencies in order to provide other civil aviation authorities, manufacturers, and stakeholders with consistent and predictable outputs. The management teams evaluated feasible options and selected a functional organization design concept. AIR’s reorganization into functional divisions has built necessary infrastructure to enable a comprehensive approach to becoming more efficient and effective. AIR has implemented and completed its reorganization in a phased approach. Product directorates have been eliminated in 2017 and replaced with functional divisions. Field offices have been reorganized and re-designated. For further details on this reorganization, please refer to https://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=21315 and https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/air/transformation/.

You can also obtain more information on the new AIR organization and the responsibilities and functions of the AIR divisions in FAA Order 8100.5C, “Aircraft Certification Service—Organizational Structure and Functions.” AIR also created a new order, FAA Order 8100.18, “Aircraft Certification Service Organizational Realignment References,” that facilitates the use of existing AIR policy and guidance after the realignment of AIR by detailing which new AIR office takes the place of which former AIR office. These orders are available online at https://www.faa.gov/regulations_policies/orders_notices/.

The AFS reorganization into functional areas aligns its infrastructure to more efficiently and effectively meet the needs of the aviation industry and improve standardization and agility to changing world needs while providing oversight for continued operational safety. AFS has eliminated regional offices, realigned headquarters for the affected section specifies the AIR function identified in that section. For example, in § 21.3, the FAA is replacing the words “Aircraft Certification Office in the region in which the person required to make the report is located” with the word “FAA.” AC 21–9B, “Manufacturers Reporting Failures, Malfunctions, or Defects,” provides instructions on reporting to specific offices within AIR. The existing AIR advisory material remains in effect and is not affected by the realignment of AFS, except as noted in FAA Order 8100.18. Similarly, AFS’s advisory material remains in effect and is not affected by the realignment of AFS, except as noted in FAA Order 1100.1.

### Table 1—Revised Nomenclature and Affected Sections of 14 CFR

<table>
<thead>
<tr>
<th>Old nomenclature/ current CFR</th>
<th>New nomenclature/ revision</th>
<th>Affected sections of 14 CFR</th>
</tr>
</thead>
<tbody>
<tr>
<td>a Flight Standards District Office</td>
<td>the responsible Flight Standards office</td>
<td>§ 107.63.</td>
</tr>
<tr>
<td>an FAA Flight Standards District Office</td>
<td>a Flight Standards office</td>
<td>§§ 61.55, 61.77, and 133.15.</td>
</tr>
<tr>
<td>an FAA Flight Standards District Office</td>
<td>the responsible Flight Standards office</td>
<td>§ 141.67.</td>
</tr>
<tr>
<td>an FAA Flight Standards district office</td>
<td>the responsible Flight Standards office</td>
<td>§ 91.203.</td>
</tr>
<tr>
<td>an FAA Flight Standards District Office or an International Field Office.</td>
<td>the responsible Flight Standards office</td>
<td>§ 65.93.</td>
</tr>
<tr>
<td>Advanced Qualification Program</td>
<td>Air Transportation Division</td>
<td>§§ 121.909 and 121.923.</td>
</tr>
<tr>
<td>Aircraft Certification Office (ACO), or office of the Transport Airplane Directorate, having cognizance over the type certificate for the affected airplane.</td>
<td>responsible Aircraft Certification Service office for the affected airplane.</td>
<td>Special Federal Aviation Regulation No. 88 to part 21.</td>
</tr>
<tr>
<td>Aircraft Certification Office in the region in which the person required to make the report is located.</td>
<td>FAA</td>
<td>§ 21.3.</td>
</tr>
<tr>
<td>Old nomenclature/ current CFR</td>
<td>New nomenclature/ revision</td>
<td>Affected sections of 14 CFR</td>
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<tr>
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<tr>
<td>FAA Flight Standards District Office, Alaskan Region.</td>
<td>responsible Flight Standards office</td>
<td>Appendix C to part 212.</td>
</tr>
<tr>
<td>assigned Flight Standards Office</td>
<td></td>
<td>§§ 121.1117 and 129.117.</td>
</tr>
<tr>
<td>Certificate Holding District Office</td>
<td>responsible Flight Standards office</td>
<td>§ 121.314.</td>
</tr>
<tr>
<td>certificate holding district office</td>
<td>responsible Flight Standards office</td>
<td>Appendix P to part 121 and §§ 121.103, 121.121, 125.51, 145.163, 145.207, 145.209, 145.211, 145.215, and 145.217.</td>
</tr>
<tr>
<td>certificate-holding district office</td>
<td>responsible Flight Standards office</td>
<td>§§ 119.37, 119.41, 119.47, 119.51, 119.57, 119.61, 119.65, 119.69, 121.97, 121.117, 121.291, 121.405, 121.467, 121.565, 121.585, 121.586, 121.628, 121.685, 135.91, 135.129, 135.179, 135.213, 135.273, 135.417, and 135.431.</td>
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<tr>
<td>certificate holding district office (CHDO)</td>
<td>responsible Flight Standards office</td>
<td>Appendix G to part 135 and § 121.374.</td>
</tr>
<tr>
<td>certificate-holding FAA Flight Standards District Office.</td>
<td></td>
<td>§§ 133.25, 133.31, and 133.243.</td>
</tr>
<tr>
<td>CHDO</td>
<td>Executive Director</td>
<td>Appendix G to part 135 and § 121.374.</td>
</tr>
<tr>
<td>Director</td>
<td>Executive Director</td>
<td>§§ 60.5, 60.29, 91.317, 91.415, 91.1017, 91.1431, 119.41, 119.51, 121.97, 121.117, 121.417, 121.585, 125.35, 125.206, 129.11, 135.129, 135.158, and 137.17.</td>
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<tr>
<td>Director of FAA Castlefield office</td>
<td></td>
<td>§ 133.33.</td>
</tr>
<tr>
<td>Director, Aircraft Certification Service, or the Director's designee.</td>
<td></td>
<td>§ 183.33.</td>
</tr>
<tr>
<td>district office that has jurisdiction over</td>
<td>responsible Flight Standards office for</td>
<td>$| 213.11.</td>
</tr>
<tr>
<td>either apply to the appropriate aircraft certification office for an STC or apply.</td>
<td>Aircraft Certification Service office</td>
<td>§ 121.1107, 125.505, and 129.107.</td>
</tr>
<tr>
<td>FAA aircraft certification office</td>
<td>responsible Aircraft Certification Service office</td>
<td>Special Federal Aviation Regulation No. 88 to part 21.</td>
</tr>
<tr>
<td>FAA Aircraft Certification Office (ACO), or office of the Transport Airplane Directorate, having cognizance over</td>
<td>responsible Aircraft Certification Service office</td>
<td>Special Federal Aviation Regulation No. 88 to part 21.</td>
</tr>
<tr>
<td>FAA Aircraft Certification Office (ACO), or office of the Transport Airplane Directorate, having cognizance over the type certificate.</td>
<td></td>
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<tr>
<td>FAA (Aircraft Certification Office (ACO), or office of the Transport Airplane Directorate, having cognizance over the type certificate for the affected airplane.</td>
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<td>FAA certificate holding district office</td>
<td>responsible Flight Standards office</td>
<td>§ 121.99.</td>
</tr>
<tr>
<td>FAA certificate-holding district office</td>
<td>responsible Flight Standards office</td>
<td>§ 121.373.</td>
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<td>FAA certificate-holding office</td>
<td>responsible Flight Standards office</td>
<td>§ 133.21.</td>
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<td>FAA Flight Standards District Office</td>
<td>Flight Standards office</td>
<td>§§ 61.55, 61.64, and 61.77.</td>
</tr>
<tr>
<td>FAA Flight Standards District Office</td>
<td>responsible Flight Standards office</td>
<td>§§ 125.21, 125.25, 125.35, 125.47, 125.71, 125.219, and 125.295.</td>
</tr>
<tr>
<td>FAA Flight Standards District Office having jurisdiction over.</td>
<td>responsible Flight Standards office for</td>
<td>§§ 133.25, 133.33, 137.17, 137.51, 141.25, 141.53, and 141.91.</td>
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<tr>
<td>FAA Flight Standards District Office having jurisdiction over the area in which his home base of operations is located.</td>
<td>responsible Flight Standards office</td>
<td>§ 133.27.</td>
</tr>
<tr>
<td>FAA Flight Standards district office having jurisdiction over the area in which the applicant is located.</td>
<td>responsible Flight Standards office</td>
<td>§ 91.409.</td>
</tr>
<tr>
<td>FAA Flight Standards district office having jurisdiction over the area in which the operator is located.</td>
<td>responsible Flight Standards office</td>
<td>§ 91.213.</td>
</tr>
<tr>
<td>FAA Flight Standards District Office having jurisdiction over the school.</td>
<td>responsible Flight Standards office</td>
<td>§ 141.37.</td>
</tr>
<tr>
<td>FAA Flight Standards District Office last having jurisdiction over his operation.</td>
<td>responsible Flight Standards office</td>
<td>§ 137.77.</td>
</tr>
<tr>
<td>FAA Flight Standards district office nearest the airport where the flight will originate.</td>
<td>responsible Flight Standards office</td>
<td>§ 91.23.</td>
</tr>
<tr>
<td>FAA Flight Standards District Office or International Field Office.</td>
<td>responsible Flight Standards office</td>
<td>§ 65.95.</td>
</tr>
<tr>
<td>FAA Flight Standards District Office responsible for the geographic area concerned.</td>
<td>responsible Flight Standards office</td>
<td>§ 119.1.</td>
</tr>
<tr>
<td>FAA Flight Standards District Office that has jurisdiction over.</td>
<td>responsible Flight Standards office for</td>
<td>§ 137.15 and 142.11.</td>
</tr>
<tr>
<td>Old nomenclature/ current CFR</td>
<td>New nomenclature/ revision</td>
<td>Affected sections of 14 CFR</td>
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<tr>
<td>------------------------------</td>
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</tr>
<tr>
<td>FAA Flight Standards District Office with jurisdiction over the geographical area.</td>
<td>responsible Flight Standards office for the area.</td>
<td>§ 91.146.</td>
</tr>
<tr>
<td>FAA office responsible for administering its type certificate.</td>
<td>responsible Aircraft Certification Service office</td>
<td>§ 21.4.</td>
</tr>
<tr>
<td>FAA Regional Flight Standards Division ..........</td>
<td>Flight Standards office .........................</td>
<td>Appendix C to part 121.</td>
</tr>
<tr>
<td>Flight Standards District Office ..........</td>
<td>Flight Standards office .........................</td>
<td>Special Federal Aviation Regulation No. 100–2 to part 61 and §§ 45.22, 125.201, 133.25, 135.4, and 137.17.</td>
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<td>Flight Standards District Office ...............</td>
<td>Flight Standards office .........................</td>
<td>§ 91.1507.</td>
</tr>
<tr>
<td>Flight Standards District Office nearest to its principal place of business.</td>
<td>Flight Standards office .........................</td>
<td>Special Federal Aviation Regulation No. 100–2 to part 61. Appendix A to part 91.</td>
</tr>
<tr>
<td>Flight Standards District Office that has jurisdiction over the area.</td>
<td>Flight Standards office .........................</td>
<td>§ 135.243.</td>
</tr>
<tr>
<td>Flight Standards Division Manager in the region of the certificate holding district office.</td>
<td>appropriate Flight Standards division manager in the responsible Flight Standards office.</td>
<td>§ 91.147.</td>
</tr>
<tr>
<td>Flight Standards Division Manager or Aircraft Certification Directorate Manager of the FAA region in which the airshow is located.</td>
<td>appropriate Flight Standards Division Manager or Aircraft Certification Service Division Director responsible for the airshow location.</td>
<td>§ 121.358.</td>
</tr>
<tr>
<td>Flight Standards Division Manager or Aircraft Certification Directorate Manager of the FAA region in which the applicant is located or to the region within which the U.S. point of entry is located.</td>
<td>appropriate Flight Standards Division Manager or Aircraft Certification Service Division Director.</td>
<td>§ 91.715.</td>
</tr>
<tr>
<td>local FAA Flight Standards district office having jurisdiction over the area in which the aircraft is based.</td>
<td>responsible Flight Standards office ..........</td>
<td>§ 91.409. Appendix B to part 63.</td>
</tr>
<tr>
<td>Director of the division of the Aircraft Certification Service responsible for the airworthiness rules.</td>
<td>FAA Certification Service .........................</td>
<td>§§ 121.310, 121.312, and 135.170. Appendix C to part 121.</td>
</tr>
<tr>
<td>Manager, Aircraft Certification Office, or the Manager's designee.</td>
<td>FAA Certification Service .........................</td>
<td>§§ 183.11. Appendix C to part 121.</td>
</tr>
<tr>
<td>Manufacturing Inspection District Office in the geographic area in which the manufacturer or air carrier is located.</td>
<td>FAA Certification Service .........................</td>
<td>§ 21.215. Appendix C to part 121.</td>
</tr>
<tr>
<td>nearest FAA Flight Standards District Office ....</td>
<td>responsible Flight Standards office ..........</td>
<td>Special Federal Aviation Regulations No. 79 and No. 104 to part 91 and §§ 91.1603, 121.723, 135.43, and 137.1. Appendix D to part 91.</td>
</tr>
<tr>
<td>nearest FAA Flight Standards district office ......</td>
<td>responsible Flight Standards office ..........</td>
<td>§ 91.23. Appendix D to part 91.</td>
</tr>
<tr>
<td>Regional Office ..................</td>
<td>responsible Flight Standards office ..........</td>
<td>§§ 125.3 and 135.160. Appendix K to part 121.</td>
</tr>
<tr>
<td>responsible FAA aircraft certification office ......</td>
<td>FAA office responsible for the design approval</td>
<td>Appendix K to part 25.</td>
</tr>
</tbody>
</table>
In addition to the above nomenclature changes, this rule makes the following conforming changes:

- In §§ 121.1102 and 110.2, removes the acronym and definition for certificate holding district office because the FAA no longer uses this nomenclature in the rules.
- In § 21.15, removes the reference “and is submitted to the appropriate aircraft certification office” because the FAA no longer uses this nomenclature in the rules and this information is adequately addressed by existing guidance on submitting applications for type certificates.
- In § 21.603, removes the reference “to the appropriate aircraft certification office” because the FAA no longer uses this nomenclature in the rules and this information is adequately addressed by existing guidance on submitting applications for technical standard order authorizations.
- In §§ 26.3, 91.1501, 121.1101, 125.501, and 129.101, removes the definition of “FAA Oversight Office” because the FAA no longer uses this nomenclature in the rules.
- In § 34.60, removes the reference to the “Aircraft Certification Office” because the FAA no longer uses this nomenclature in the rules.
- In appendix B to part 43, removes references to office designators “AFS–750” and “AFS–751”, which are obsolete references.
- In appendixes A and C to part 60, removes the contact information for Ed Cook, Senior Advisor to the Division Manager, Air Transportation Division, because this information is obsolete and not necessary.
- In §§ 60.5 and 60.29, removes the reference to “AFS–1”, which is an obsolete reference.
- In § 91.1505, replaces the words “that have been approved by the FAA Aircraft Certification Office (ACO), or office of the Transport Airplane Directorate” with “incorporated within its inspection program” and “incorporated within its inspection program.”
- In § 91.1505, replaces the words that have been approved by the FAA Aircraft Certification Office (ACO), or office of the Transport Airplane Directorate, having cognizance over the type certificate for the affected airplane are incorporated within its inspection program:” with “are incorporated within its inspection program. The repair assessment guidelines must be approved by the responsible Aircraft Certification Service office for the type certificate for the affected airplane.”
- In § 91.1505, removes the words “as defined in section 3(f) of Executive Order 12866. The rule is also not significant as defined in the Department of Transportation’s (DOT’s) Regulatory Policies and Procedures. The final rule will not have a significant economic impact on a substantial number of small entities, will not create unnecessary obstacles to international trade, and will not impose an unfunded mandate on State, local, or tribal governments, or on the private sector.

### IV. Regulatory Notices and Analyses

Changes to Federal regulations must undergo several economic analyses. First, Executive Orders 12866 and 13563 direct that each Federal agency shall propose or adopt a regulation only upon a reasoned determination that the benefits of the intended regulation justify its costs. Second, the Regulatory Flexibility Act of 1980 (Pub. L. 96–354), as codified in 5 U.S.C. 603 et seq., requires agencies to analyze the economic impact of regulatory changes on small entities. Third, the Trade Agreements Act of 1979 (Pub. L. 96–39), as amended, 19 U.S.C. Chapter 13, prohibits agencies from setting standards that create unnecessary obstacles to the foreign commerce of the United States. In developing U.S. standards, the Trade Agreements Act requires agencies to consider international standards and, where appropriate, that they be the basis of U.S. standards. Fourth, the Unfunded Mandates Reform Act of 1995 (Pub. L. 104–4), as codified in 2 U.S.C. 1532, requires agencies to prepare a written assessment of the costs, benefits, and other effects of proposed or final rules that include a Federal mandate likely to result in the expenditure by State, local, or tribal governments, in the aggregate, or by the private sector, of $100 million or more annually (adjusted for inflation with a base year of 1995). This portion of the preamble summarizes the FAA’s analysis of the economic impacts of this final rule.

In conducting these analyses, the FAA has determined this final rule is not a “significant regulatory action,” as defined in section 3(f) of Executive Order 12866. The rule is also not significant as defined in the Department of Transportation’s (DOT’s) Regulatory Policies and Procedures. The final rule will not have a significant economic impact on a substantial number of small entities, will not create unnecessary obstacles to international trade, and will not impose an unfunded mandate on State, local, or tribal governments, or on the private sector.

#### A. Regulatory Evaluation

DOT Order 2100.5 prescribes policies and procedures for simplification, analysis, and review of regulations. If the expected cost impact is so minimal that a proposed or final rule does not warrant a full evaluation, this order permits a statement to that effect and the basis for it to be included in the preamble if a full regulatory evaluation of the costs and benefits is not prepared. Such a determination has been made for this final rule. The reasoning for this determination follows:

AIR and AFS have reorganized to align with functional organization design concepts. The AIR reorganization included eliminating product directorates and restructuring and redesignating field offices. The AFS

### Table 1—Revised Nomenclature and Affected Sections of 14 CFR—Continued

<table>
<thead>
<tr>
<th>Old nomenclature/ current CFR</th>
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<tbody>
<tr>
<td>that district office ..........</td>
<td>the responsible Flight Standards office ..........</td>
<td>§ 125.35.</td>
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</table>
reorganization included eliminating geographic regions and moving to a more functionally based organization. Specific AIR and AFS office references currently in 14 CFR are obsolete post-reorganization and will be replaced by generic references not dependent on any particular office structure. This rule is intended to clarify any confusion over which offices regulated entities and other persons should interact with when complying with 14 CFR regulations.

Since this rule involves non-substantial clarifying editorial changes only, the costs of the rule will be minimal.

B. Regulatory Flexibility Determination

The Regulatory Flexibility Act of 1980 (Pub. L. 96–354, “RFA”) establishes “as a principle of regulatory issuance that agencies shall endeavor, consistent with the objectives of the rule and of applicable statutes, to fit regulatory and informational requirements to the scale of the businesses, organizations, and governmental jurisdictions subject to regulation. To achieve this principle, agencies are required to solicit and consider flexible regulatory proposals and to explain the rationale for their actions to assure that such proposals are given serious consideration.” The RFA covers a wide-range of small entities, including small businesses, not-for-profit organizations, and small governmental jurisdictions.

Agencies must perform a review to determine whether a rule will have a significant economic impact on a substantial number of small entities. If the agency determines that it will, the agency must prepare a regulatory flexibility analysis as described in the RFA.

However, if an agency determines that a rule is not expected to have a significant economic impact on a substantial number of small entities, section 605(b) of the RFA provides that the head of the agency may so certify and a regulatory flexibility analysis is not required. The certification must include a statement providing the factual basis for this determination, and the reasoning should be clear.

As discussed above, since the rule involves non-substantial clarifying editorial changes only, due to FAA reorganization, the FAA finds the costs of this rule will be minimal. Therefore, as provided in section 605(b), the head of the FAA certifies that this rulemaking will not result in a significant economic impact on a substantial number of small entities.

C. International Trade Impact Assessment

The Trade Agreements Act of 1979 (Pub. L. 96–39), as amended, prohibits Federal agencies from establishing standards or engaging in related activities that create unnecessary obstacles to the foreign commerce of the United States. Pursuant to this Act, the establishment of standards is not considered an unnecessary obstacle to the foreign commerce of the United States, so long as the standard has a legitimate domestic objective, such as the protection of safety, and does not operate in a manner that excludes imports that meet this objective. The statute also requires consideration of international standards and, where appropriate, that they be the basis for U.S. standards.

The FAA has assessed the potential effect of this rule and has determined that the rule is in accord with the Trade Agreements Act as the rule applies equally to domestic and foreign persons engaged in aviation activities under 14 CFR.

D. Unfunded Mandates Assessment

Title II of the Unfunded Mandates Reform Act of 1995 (Pub. L. 104–4) requires each Federal agency to prepare a written statement assessing the effects of any Federal mandate in a proposed or final agency rule that may result in an expenditure of $100 million or more (in 1995 dollars) in any one year by State, local, and tribal governments, in the aggregate, or by the private sector; such a mandate is deemed to be a “significant regulatory action.” The FAA currently uses an inflation-adjusted value of $155 million in lieu of $100 million. This final rule does not contain such a mandate; therefore, the requirements of Title II of the Act do not apply.

E. Paperwork Reduction Act

The Paperwork Reduction Act of 1995 (44 U.S.C. 3507(d)) requires that the FAA consider the impact of paperwork and other information collection burdens imposed on the public. The FAA has determined that there is no new requirement for information collection associated with this immediately adopted final rule.

F. International Compatibility

In keeping with U.S. obligations under the Convention on International Civil Aviation, it is FAA policy to conform to International Civil Aviation Organization (ICAO) Standards and Recommended Practices to the maximum extent practicable. The FAA has reviewed the corresponding ICAO Standards and Recommended Practices and has identified no differences with these proposed regulations.

G. Environmental Analysis

FAA Order 1050.1F identifies FAA actions that are categorically excluded from preparation of an environmental assessment or environmental impact statement under the National Environmental Policy Act in the absence of extraordinary circumstances. The FAA has determined this rulemaking action qualifies for the categorical exclusion identified in paragraph 5–6.6(d), which covers the issuance of regulatory documents covering administrative or procedural requirements and involves no extraordinary circumstances.

V. Executive Order Determinations

A. Executive Order 13132, Federalism

The FAA has analyzed this immediately adopted final rule under the principles and criteria of Executive Order 13132, “Federalism.” The agency determined that this action will not have a substantial direct effect on the States, or the relationship between the Federal Government and the States, or on the distribution of power and responsibilities among the various levels of government, and, therefore, does not have Federalism implications.

B. Executive Order 13211, Regulations That Significantly Affect Energy Supply, Distribution, or Use

The FAA analyzed this immediately adopted final rule under Executive Order 13211, “Actions Concerning Regulations that Significantly Affect Energy Supply, Distribution, or Use” (May 18, 2001). The agency has determined that it is not a “significant energy action” under the executive order and it is not likely to have a significant adverse effect on the supply, distribution, or use of energy.

C. Executive Order 13609, International Cooperation

Executive Order 13609, “Promoting International Regulatory Cooperation,” promotes international regulatory cooperation to meet shared challenges involving health, safety, labor, security, environmental, and other issues and to reduce, eliminate, or prevent unnecessary differences in regulatory requirements. The FAA has analyzed this action under the policies and agency responsibilities of Executive Order 13609, and has determined that this action would have no effect on international regulatory cooperation.
D. Executive Order 13771, Reducing Regulation and Controlling Regulatory Costs

Executive Order 13771 titled “Reducing Regulation and Controlling Regulatory Costs,” directs that, unless prohibited by law, whenever an executive department or agency publicly proposes for notice and comment or otherwise promulgates a new regulation, it shall identify at least two existing regulations to be repealed. In addition, any new incremental costs associated with new regulations shall, to the extent permitted by law, be offset by the elimination of existing costs. Only those rules deemed significant under section 3(f) of Executive Order 12866, “Regulatory Planning and Review,” are subject to these requirements.

This rule is not an Executive Order 13771 regulatory action because this rule is not significant under Executive Order 12866.

VI. How To Obtain Additional Information

A. Rulemaking Documents

An electronic copy of a rulemaking document may be obtained from the internet by—

1. Searching the Federal eRulemaking Portal (http://www.regulations.gov);
2. Visiting the FAA’s Regulations and Policies web page at http://www.faa.gov/regulations_policies/; or

Copies may also be obtained by sending a request (identified by notice, amendment, or docket number of this rulemaking) to the Federal Aviation Administration, Office of Rulemaking, ARM–1, 800 Independence Avenue SW, Washington, DC 20591, or by calling (202) 267–9680.

B. Small Business Regulatory Enforcement Fairness Act

The Small Business Regulatory Enforcement Fairness Act (SBREFA) of 1996 requires FAA to comply with small entity requests for information or advice about compliance with statutes and regulations within its jurisdiction. A small entity with questions regarding this document, may contact its local FAA official, or the person listed under the FOR FURTHER INFORMATION CONTACT heading at the beginning of the preamble. To find out more about SBREFA on the internet, visit http://www.faa.gov/regulations_policies/rulemaking/sbre_act/.

List of Subjects

14 CFR Part 1
Air transportation.

14 CFR Part 21
Aircraft, Aviation safety, Exports, Imports, Reporting and recordkeeping requirements.

14 CFR Part 25
Aircraft, Aviation safety, Reporting and recordkeeping requirements.

14 CFR Part 26
Aircraft, Aviation safety.

14 CFR Part 27
Aircraft, Aviation safety.

14 CFR Part 34
Air pollution control, Aircraft.

14 CFR Part 43
Aircraft, Aviation safety, Reporting and recordkeeping requirements.

14 CFR Part 45
Aircraft, Exports, Signs and symbols.

14 CFR Part 60
Airmen, Aviation safety, Reporting and recordkeeping requirements.

14 CFR Part 61
Aircraft, Airmen, Alcohol abuse, Aviation safety, Drug abuse, Recreation and recreation areas, Reporting and recordkeeping requirements, Security measures, Teachers.

14 CFR Part 63
Aircraft, Airmen, Alcohol abuse, Aviation safety, Drug abuse, Navigation (air), Reporting and recordkeeping requirements, Security measures.

14 CFR Part 65
Air traffic controllers, Aircraft, Airmen, Airports, Alcohol abuse, Aviation safety, Drug abuse, Reporting and recordkeeping requirements, Security measures.

14 CFR Part 91
Air carrier, Air taxis, Air traffic controller, Aircraft, Airmen, Airports, Alaska, Aviation safety, Canada, Charter flights, Cuba, Drug traffic control, Ethiopia, Freight, Incorporation by reference, Iraq, Mexico, Noise control, North Korea, Political candidates, Reporting and recordkeeping, Somalia, Syria, Transportation.

14 CFR Part 97
Air traffic control, Airports, Navigation (air), Weather.

14 CFR Part 107
Aircraft, Airmen, Aviation safety, Reporting and recordkeeping, Security measures, Signs and symbols.

14 CFR Part 110
Administrative practice and procedure, Air carriers, Aircraft, Aviation safety, Charter flights, Reporting and recordkeeping requirements.

14 CFR Part 119
Administrative practice and procedure, Air carriers, Aircraft, Aviation safety, Charter flights, Reporting and recordkeeping requirements.

14 CFR Part 121
Air carriers, Aircraft, Airmen, Alcohol abuse, Aviation safety, Charter flights, Drug abuse, Drug testing, Reporting and recordkeeping requirements, Safety, Transportation.

14 CFR Part 125
Aircraft, Airmen, Aviation safety, Reporting and recordkeeping.

14 CFR Part 129
Air carriers, Administration Aircraft, Aviation safety, Reporting and recordkeeping, Security measures, Smoking.

14 CFR Part 133
Aircraft, Aviation safety, Reporting and recordkeeping requirements.

14 CFR Part 135
Air taxis, Aircraft, Airmen, Alcohol abuse, Aviation safety, Drug abuse, Drug testing, Reporting and recordkeeping requirements.

14 CFR Part 137
Agriculture, Aircraft, Aviation safety, Reporting and recordkeeping requirements.

14 CFR Part 141
Airmen, Educational facilities, Reporting and recordkeeping requirements, Schools.

14 CFR Part 142
Administrative practice and procedure, Airmen, Educational facilities, Reporting and recordkeeping requirements, Schools, Teachers.

14 CFR Part 145
Aircraft, Aviation safety, Reporting and recordkeeping requirements.

14 CFR Part 183
Aircraft, Airmen, Authority delegations (Government agencies),
Health professions, Reporting and recordkeeping requirements.

The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends chapter I of title 14, Code of Federal Regulations as follows:

PART 1—DEFINITIONS AND ABBREVIATIONS

1. The authority citation for part 1 continues to read as follows:
   Authority: 49 U.S.C. 106(f), 106(g), 40113, 44701.

§1.2 [Amended]
2. In §1.2, remove the definition for CHDO.

PART 21—CERTIFICATION PROCEEDURES FOR PRODUCTS AND ARTICLES

3. The authority citation for part 21 continues to read as follows:
   Authority: 42 U.S.C. 7572; 49 U.S.C. 106(f), 106(g), 40105, 40113, 44701-44702, 44704, 44707, 44709, 44711, 44713, 44715, 45303.

Special Federal Regulation No. 88 [Amended]
4. Amend Special Federal Regulation No. 88 as follows:
   a. In paragraph (a)(1) introductory text, remove the words “FAA (Aircraft Certification Office (ACO), or office of the Transport Airplane Directorate, having cognizance over the type certificate for the affected airplane)” and add, in their place, the words “responsible Aircraft Certification Service office for the affected airplane”.
   b. In paragraph (b)(1) introductory text, remove the words “FAA type certificate holding office” and add, in their place, the words “FAA aircraft Certification Service office”; and remove the words “FAA office responsible for administering its type certificate” and add, in their place, the words “responsible Aircraft Certification Service office”.

§21.15 [Amended]
5. In §21.15(a), after the words “prescribed by the FAA” and before the period, remove the words “and is submitted to the appropriate aircraft certification office”.

§21.47 [Amended]
6. In §21.47(b) and (d), remove the words “in writing the appropriate aircraft certification office” and add, in their place, the words “the FAA in writing”.

§21.113 [Amended]
7. In addition to the amendments set forth above, in §21.113(a), remove the words “either apply to the appropriate aircraft certification office for an STC or apply” and add, in their place, the words “apply to the FAA either for an STC, or”.

§21.215 [Amended]
8. In §21.215, remove the words “Manufacturing Inspection District Office” and add, in their place, the word “FAA”.

§21.603 [Amended]
9. In §21.603(a) introductory text, remove the words “to the appropriate aircraft certification office”.

PART 25—AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY AIRPLANES

10. The authority citation for part 25 continues to read as follows:
   Authority: 49 U.S.C. 106(f), 106(g), 40113, 44701, 44702 and 44704.

§25.5 [Amended]
11. In §25.5(a):
   a. Remove the words “_, and at FAA, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW., Renton, Washington 98057–3356”;

12. Amend §25.795 by revising paragraphs (f)(2)(i) and (ii) and removing paragraph (f)(2)(iii) to read as follows:

§25.795 Security considerations.
   * * * * * * * * *
   (f) * * * * * (2) * * * *
   (i) National Institute of Justice (NIJ), http://www.ojp.usdoj.gov/nij, telephone (202) 307–2942; or
   (ii) 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. * * * * * * * * * * *

Appendix K to Part 25 [Amended]
13. In sections K25.2.2(h)(1)(i) and (ii) and K25.3.2(e)(1)(i) and (ii) of appendix K to part 25, remove the words “responsible FAA aircraft certification office” and add, in their place, the words “FAA office responsible for the design approval”.

Appendix M and Appendix N to Part 25 [Amended]
14. In part 25, remove the words “FAA Oversight Office” and add, in their place, the words “responsible Aircraft Certification Service office” in the following places:
   a. Section M25.5(b) and (c) of appendix M; and
   b. Section N25.3(e) of appendix N.

PART 26—CONTINUED AIRWORTHINESS AND SAFETY IMPROVEMENTS FOR TRANSPORT CATEGORY AIRPLANES

15. The authority citation for part 26 continues to read as follows:
PART 43—MAINTENANCE, PREVENTIVE MAINTENANCE, REBUILDING, AND ALTERATION

25. The authority citation for part 43 continues to read as follows:

Authority: 42 U.S.C. 7572; 49 U.S.C. 106(f), 106(g), 40105, 40113, 44701–44702, 44704, 44707, 44711, 44713, 44715, 45303.

Appendix B to Part 43 [Amended]

26. Amend appendix B to part 43 as follows:

a. In paragraph (c)(2), remove the text “AFS–750.”.

b. In paragraph (d)(3), remove the text “AFS–751.”.

PART 45—IDENTIFICATION AND REGISTRATION MARKING

27. The authority citation for part 45 continues to read as follows:


§ 45.22 [Amended]

28. In § 45.22(a)(3)(i), remove the words “Flight Standards District Office” and add, in their place, the words “responsible Flight Standards office”.

PART 60—FLIGHT SIMULATION TRAINING DEVICE INITIAL AND CONTINUING QUALIFICATION AND USE

29. The authority citation for part 60 continues to read as follows:


§§ 60.5 and 60.29 [Amended]

30. In part 60, remove the text “AFS–1,” in the following places:

a. Section 60.5(d); and

b. Section 60.29(b)(2).

§§ 60.5 and 60.29 [Amended]

31. In addition to the amendments set forth above, in 14 CFR part 60, remove all references to “Director” and add, in their place, the words “Executive Director” in the following places:

a. Section 60.5(d); and

b. Section 60.29(a)(4)(ii) and (b)(2).

Appendix A to Part 60 [Amended]

32a. In Attachment 6 to appendix A, under FSTD Directive 1, remove the FOR FURTHER INFORMATION CONTACT paragraph.
words “local Flight Standards District Office” and add, in their place, the words “responsible Flight Standards office”.

**PART 65—CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS**

- 40. The authority citation for part 65 continues to read as follows:


**§ 65.93 [Amended]**

- 41. In § 65.93(a) introductory text, remove the words “an FAA Flight Standards District Office or an International Field Office” and add, in their place, the words “the responsible Flight Standards office”.

**§ 65.95 [Amended]**

- 42. In § 65.95(c), remove the words “FAA Flight Standards District Office or International Field Office” and add, in their place, the words “responsible Flight Standards office”.

**PART 91—GENERAL OPERATING AND FLIGHT RULES**

- 43. The authority citation for part 91 continues to read as follows:


**Special Federal Aviation Regulation No. 50–2 [Amended]**

- 44. In Special Federal Regulation No. 50–2, remove the words “Flight Standards District Office” and add, in their place, the words “responsible Flight Standards office” in the following places:
  - a. Section 3(a)(2), (b), and (c)(2);
  - b. Section 4 introductory text; and
  - c. Section 5 introductory text.

**Special Federal Aviation Regulation No. 79 [Amended]**

- 45. In section 4 of Special Federal Aviation Regulation No. 79, remove the words “nearest FAA Flight Standards District Office” and add, in their place, the words “responsible Flight Standards office”.

**Special Federal Aviation Regulation No. 104 [Amended]**

- 46. In section 4 of Special Federal Aviation Regulation No. 104, remove the words “nearest FAA Flight Standards District Office” and add, in their place, the words “responsible Flight Standards office”.

**§ 91.23 [Amended]**

- 47. Amend § 91.23 as follows:
  - a. In paragraph (a)(3), remove the words “nearest FAA Flight Standards district office” and add, in their place, the words “responsible Flight Standards office”.
  - b. In paragraph (c)(3) introductory text, remove the words “FAA Flight Standards district office nearest the airport where the flight will originate” and add, in their place, the words “responsible Flight Standards office”.

**§ 91.146 [Amended]**

- 48. In § 91.146(e) introductory text, remove the words “FAA Flight Standards District Office with jurisdiction over the geographical area” and add, in their place, the words “responsible Flight Standards office for the area”.

**§ 91.147 [Amended]**

- 49. In § 91.147(b), remove the words “Flight Standards District Office nearest to its principal place of business” and add, in their place, the words “responsible Flight Standards office”.

**§ 91.203 [Amended]**

- 50. In § 91.203(a)(1), remove the words “an FAA Flight Standards district office” and add, in their place, the words “responsible Flight Standards office”.

**§ 91.213 [Amended]**

- 51. In § 91.213(a)(2), remove the words “FAA Flight Standards district office having jurisdiction over the area in which the operator is located,” and add, in their place, the words “responsible Flight Standards office,”.

**§§ 91.317, 91.415, 91.1017, and 91.1431 [Amended]**

- 52. In 14 CFR part 91, remove all references to “Director” and add, in their place, the words “Executive Director” in the following places:
  - a. Section 91.317(c);
  - b. Section 91.415(c);
  - c. Section 91.1017(d)(2); and
  - d. Section 91.1431(c).

**§ 91.409 [Amended]**

- 53. Amend § 91.409 as follows:
  - a. In paragraph (d) introductory text, remove the words “FAA Flight Standards district office having jurisdiction over the area in which the applicant is located” and add, in their place, the words “responsible Flight Standards office”.
  - b. In the undesignated paragraph following paragraph (d)(4), remove the words “local FAA Flight Standards district office” and add, in their place, the words “responsible Flight Standards office”.
  - c. In paragraph (g) introductory text, remove the words “local FAA Flight Standards district office having jurisdiction over the area in which the aircraft is based” and add, in their place, the words “responsible Flight Standards office”.

- 54. Amend § 91.715 by revising paragraph (a) to read as follows:

**§ 91.715 Special flight authorization for foreign civil aircraft.**

(a) Foreign civil aircraft may be operated without airworthiness certificates required under § 91.203 if a special flight authorization for that operation is issued under this section. Application for a special flight authorization must be made to the appropriate Flight Standards Division Manager, or Aircraft Certification Service Division Director. However, in the case of an aircraft to be operated in the U.S. for the purpose of demonstration at an airshow, the application may be made to the appropriate Flight Standards Division Manager or Aircraft Certification Service Division Director responsible for the airshow location.

**§§ 91.1015, 91.1017, 91.1053, 91.1109, 91.1415, and 91.1417 [Amended]**

- 55. In addition to the amendments set forth above, in 14 CFR part 91, remove all references to “District Office” and add, in their place, the word “office” in the following places:
  - a. Section 91.1015(d);
  - b. Section 91.1017(b)(1) and (2), (b)(3) introductory text, (b)(4) introductory text, (b)(4)(i), (c)(2), (c)(3) introductory text, (c)(4), (d) introductory text, (d)(3), and (e);
  - c. Section 91.1053(b);
  - d. Section 91.1109(b) introductory text;
  - e. Section 91.1145(d); and
  - f. Section 91.1417 introductory text.

**§ 91.1501 [Amended]**

- 56. Amend § 91.1501 by removing and reserving paragraph (b).

- 57. Amend § 91.1505 by revising paragraph (a) introductory text to read as follows:
§ 91.1505 Repairs assessment for pressurized fuselages.

(a) No person may operate an Airbus Model A300 (excluding the -600 series), British Aerospace Model BAC 1–11, Boeing Model 707, 720, 727, 737 or 747, McDonnell Douglas Model DC–8, DC–9/ MD–80 or DC–10, Fokker Model F28, or Lockheed Model L–1011 airplane beyond applicable flight cycle implementation time specified below, or May 25, 2001, whichever occurs later, unless repair assessment guidelines applicable to the fuselage pressure boundary (fuselage skin, door skin, and bulkhead webs) are incorporated within its inspection program. The repair assessment guidelines must be approved by the responsible Aircraft Certification Service office for the type certificate for the affected airplane.

* * * * *

§ 91.1507 [Amended]

58. Amend § 91.1507 as follows:

a. In paragraphs (b) and (d), remove the words “FAA Oversight Office” and add, in their place, the words “responsible Aircraft Certification Service office”.

b. In paragraph (f), remove the words “Flight Standards District Office (FSDO)” and add, in their place, the words “Flight Standards office”.

§ 91.1603 [Amended]

59. In § 91.1603(d), remove the words “nearest FAA Flight Standards District Office” and add, in their place, the words “responsible Flight Standards office”.

§ 91.1607, 91.1611, and 91.1613 [Amended]

60. In part 91, remove the words “nearest FAA Flight Standards District Office (FSDO)” and add, in their place, the words “responsible Flight Standards office” in the following places:

a. Section 91.1607(d);

b. Section 91.1611(d); and

c. Section 91.1613(d).

Appendix A to Part 91 [Amended]

61. In section 1(a) introductory text of appendix A to part 91, remove the words “Flight Standards District Office having jurisdiction of the area in which the applicant is located” and add, in their place, the words “responsible Flight Standards office”.

PART 97—STANDARD INSTRUMENT PROCEDURES

62. The authority citation for part 97 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, and 44721–44722.

63. Amend § 97.20 by revising paragraph (c) to read as follows:

§ 97.20 General.

(c) Standard instrument approach procedures and takeoff minimums and obstacle departure procedures (ODPs) are depicted on aeronautical charts published by the FAA. These charts are available from the FAA at https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/.

PART 107—SMALL UNMANNED AIRCRAFT SYSTEMS

64. The authority citation for part 107 continues to read as follows:

Authority: 49 U.S.C. 106(f), 40101 note, 40103(b), 44701(a)(5); Sec. 333 of Pub. L. 112–95, 126 Stat. 75.

§ 107.63 [Amended]

65. In § 107.63(b)(1), remove the words “a Flight Standards District Office” and add, in their place, the words “the responsible Flight Standards Office”.

PART 110—GENERAL REQUIREMENTS

66. The authority citation for part 110 continues to read as follows:

Authority: 49 U.S.C. 106(g), 1153, 40101, 40102, 40103, 40113, 44105, 44106, 44111, 44701–44717, 44722, 44901, 44903, 44904, 44906, 44912, 44914, 44936, 44938, 46103, 46105.

§ 110.2 [Amended]

67. In § 110.2, remove the definition for Certificate-holding district office.

PART 119—CERTIFICATION: AIR CARRIERS AND COMMERCIAL OPERATORS

68. The authority citation for part 119 continues to read as follows:

Authority: Pub. L. 111–216, sec. 215 (August 1, 2010); 49 U.S.C. 106(f), 106(g), 1153, 40101, 40102, 40103, 40113, 44105, 44106, 44111, 44701–44717, 44722, 44901, 44903, 44904, 44906, 44912, 44914, 44936, 44938, 46103, 46105.

§ 119.1 [Amended]

69. In § 119.1(e)(7)(iv), remove the words “FAA Flight Standards District Office responsible for the geographic area concerned” and add, in their place, the words “responsible Flight Standards office”.

§ 119.36 [Amended]

70. In § 119.36(a), remove the words “Flight Standards District Office in whose area the applicant proposes to establish or has established his or her principal base of operations” and add, in their place, the words “responsible Flight Standards office”.

§§ 119.37, 119.41, 119.47, 119.51, 119.57, 119.61, 119.65, and 119.69 [Amended]

71. In 14 CFR part 119, remove all references to “certificate-holding district office” and add, in their place, the words “responsible Flight Standards office” in the following places:

a. Section 119.37(e);

b. Section 119.41(a)(2), (c)(1) and (2), and (d);

c. Section 119.47(b);

d. Section 119.51(b)(1) and (2), (b)(3) introductory text, (b)(4) introductory text, (b)(4)(f), (c), (c)(3) introductory text, (c)(4), (d) introductory text, (d)(3), (e);

e. Section 119.57(b)(2)(ii);

f. Section 119.61(c);

g. Section 119.65(e)(3); and

h. Section 119.69(e)(3).

§§ 119.41 and 119.51 [Amended]

72. In addition to the amendments set forth above, remove the word “Director” and add, in its place, the words “Executive Director” in the following places:

a. Section 119.41(d)(2); and

b. Section 119.51(d)(2).

PART 121—OPERATING REQUIREMENTS: DOMESTIC, FLAG, AND SUPPLEMENTAL OPERATIONS

73. The authority citation for part 121 continues to read as follows:


§§ 121.97, 121.117, 121.291, 121.405, 121.467, 121.565, 121.585, 121.628, and 121.685 [Amended]

74. In 14 CFR part 121, remove all references to “certificate-holding district office” and add, in their place, the words “responsible Flight Standards office” in the following places:

a. Section 121.97(c);

b. Section 121.117(c);

c. Section 121.291(c)(2) and (4);

d. Section 121.405(e);

e. Section 121.467(c)(2);

f. Section 121.565(d);

g. Section 121.585(n)(2);

h. Section 121.586(b) and (c);

i. Section 121.628(a)(2); and

j. Section 121.685.
§ 121.97, 121.117, 121.417, and 121.585 [Amended]

75. In addition to the amendments set forth above, in 14 CFR part 121, remove all references to “Director” and add, in their place, the words “Executive Director” in the following places:

- a. Section 121.97(c);
- b. Section 121.117(c);
- c. Section 121.417(d); and
- d. Section 121.585(p).

§ 121.99 [Amended]

76. In § 121.99(a), remove the words “FAA certificate holding district office” and add, in their place, the words “responsible Flight Standards office”.

§§ 121.103 and 121.121 and Appendix P to Part 121 [Amended]

77. In 14 CFR part 121, remove the words “certificate holding district office” and add, in their place, the words “responsible Flight Standards office” in the following places:

- a. Section 121.103(b)(3);
- b. Section 121.121(b)(3); and
- c. Section 121.917(v) of appendix P to part 121.

§§ 121.310 and 121.312 [Amended]

78. In 14 CFR part 121, remove the words “Manager of the Transport Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration,” and add, in their place, the words “Director of the division of the Aircraft Certification Service responsible for the airworthiness rules” in the following places:

- a. Section 121.310(f)(3)(iv) and (v); and
- b. Section 121.312(a)(4).

§ 121.314 [Amended]

79. In § 121.314(d)(2), remove the words “Certificate Holding District Office” and add, in their place, the words “responsible Flight Standards office”.

§ 121.35 8 [Amended]

80. In § 121.358(c)(1), remove the words “Flight Standards Division Manager in the region of the certificate holding district office” and add, in their place, the words “appropriate Flight Standards division manager in the responsible Flight Standards office”.

§ 121.368 [Amended]

81. In § 121.368(h), remove the words “FAA Certificate Holding District Office,” and add, in their place, the words “responsible Flight Standards office,”

§ 121.373 [Amended]

82. In § 121.373(c), remove the words “FAA certificate-holding district office” and add, in their place, the words “responsible Flight Standards office”.

§ 121.374 [Amended]

83. Amend § 121.374 as follows:

- a. In paragraph (b)(1) introductory text, remove the words “certificate holding district office (CHDO)” and add, in their place, the words “responsible Flight Standards office”.
- b. In paragraphs (h)(2), (i)(2), and (o), remove all references to “CHDO” and add, in their place, the words “responsible Flight Standards office”.

§ 121.723 [Amended]

84. In § 121.723, remove the words “nearest FAA Flight Standards District Office” and add, in their place, the words “responsible Flight Standards office”.

§§ 121.909 and 121.923 [Amended]

85. In part 121, remove the words “Advanced Qualification Program” and add, in their place, the words “Air Transportation Division” in the following places:

- a. Section 121.909(a); and
- b. Section 121.923(a)(2).

§ 121.1101 [Amended]

86. In § 121.1101, remove and reserve paragraph (b).

§ 121.1107 [Amended]

87. In § 121.1107(a) introductory text:

- a. Remove the word “McDonnell” and add, in its place, the word “McDonnell”;
- b. Remove the words “FAA Aircraft Certification Office (ACO), or office of the Transport Airplane Directorate, having cognizance over” and add, in their place, the words “responsible Aircraft Certification Service office for”.

§§ 121.1109, 121.1111, 121.1113, and 121.1117 [Amended]

88. In part 121, remove the words “FAA Oversight Office” and add, in their place, the words “responsible Aircraft Certification Service office” in the following places:

- a. Section 121.1109(c)(2);
- b. Section 121.1111(c) introductory text;
- c. Section 121.1113(b) and (d); and
- d. Section 121.1117(c)(2), (d)(1), and (g).

§ 121.1117 [Amended]

89. In addition to the amendments set forth above, in § 121.1117(k)(1), remove the words “assigned Flight Standards Office” and add, in their place, the words “responsible Flight Standards office”.

Appendix C to Part 121 [Amended]

90. Amend appendix C to part 121 as follows:

- a. In paragraph 1(a)(2), remove the words “FAA Regional Flight Standards Division” and add, in their place, the words “Flight Standards office”.
- b. In paragraph 1(b), remove the words “appropriate FAA Flight Standards District Office, Alaskan Region,” and add, in their place, the words “responsible Flight Standards office”.

Appendix G to Part 121 [Amended]

91. In paragraph 1(a) of appendix G to part 121, remove the words “Flight Standards District Office or International Field Office” and add, in their place, the words “responsible Flight Standards office”.

Appendix P to Part 121 [Amended]

92. In addition to the amendments set forth above, in section I(e)(1)(v) of appendix P to part 121, remove the words “to AFS—200”.

PART 125—CERTIFICATION AND OPERATIONS: AIRPLANES HAVING A SEATING CAPACITY OF 20 OR MORE PASSENGERS OR A MAXIMUM PAYLOAD CAPACITY OF 6,000 POUNDS OR MORE; AND RULES GOVERNING PERSONS ON BOARD SUCH AIRCRAFT

93. The authority citation for part 125 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40113, 44701–44702, 44705, 44710–44711, 44713, 44716–44717, 44722.

§ 125.3 [Amended]

94. In § 125.3(c), remove the words “nearest Flight Standards District Office” and add, in their place, the words “responsible Flight Standards office”.

§§ 125.21, 125.25, 125.35, 125.47, 125.71, 125.219, and 125.295 [Amended]

95. In 14 CFR part 125, remove the words “FAA Flight Standards district office” and add, in their place, the words “responsible Flight Standards office”.

PART 125—CERTIFICATION AND OPERATIONS: AIRPLANES HAVING A SEATING CAPACITY OF 20 OR MORE PASSENGERS OR A MAXIMUM PAYLOAD CAPACITY OF 6,000 POUNDS OR MORE; AND RULES GOVERNING PERSONS ON BOARD SUCH AIRCRAFT

93. The authority citation for part 125 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40113, 44701–44702, 44705, 44710–44711, 44713, 44716–44717, 44722.

§ 125.3 [Amended]

94. In § 125.3(c), remove the words “nearest Flight Standards District Office” and add, in their place, the words “responsible Flight Standards office”.

§§ 125.21, 125.25, 125.35, 125.47, 125.71, 125.219, and 125.295 [Amended]

95. In 14 CFR part 125, remove the words “FAA Flight Standards district office” and add, in their place, the words “responsible Flight Standards office”.

96. Amend appendix C to part 125 as follows:

- a. In paragraph 1(a)(2), remove the words “FAA Regional Flight Standards Division” and add, in their place, the words “Flight Standards office”.
- b. In paragraph 1(b), remove the words “appropriate FAA Flight Standards District Office, Alaskan Region,” and add, in their place, the words “responsible Flight Standards office”.

Appendix G to Part 125 [Amended]

97. In paragraph 1(a) of appendix G to part 125, remove the words “Flight Standards District Office or International Field Office” and add, in their place, the words “responsible Flight Standards office”.

Appendix P to Part 125 [Amended]

98. In addition to the amendments set forth above, in section I(e)(1)(v) of appendix P to part 125, remove the words “to AFS—200”.

PART 125—CERTIFICATION AND OPERATIONS: AIRPLANES HAVING A SEATING CAPACITY OF 20 OR MORE PASSENGERS OR A MAXIMUM PAYLOAD CAPACITY OF 6,000 POUNDS OR MORE; AND RULES GOVERNING PERSONS ON BOARD SUCH AIRCRAFT

93. The authority citation for part 125 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40113, 44701–44702, 44705, 44710–44711, 44713, 44716–44717, 44722.
PART 129—OPERATIONS: FOREIGN AIR CARRIERS AND FOREIGN OPERATORS OF U.S.-REGISTERED AIRCRAFT ENGAGED IN COMMON CARRIAGE

104. The authority citation for part 129 continues to read as follows:


§§ 129.5 and 129.11 [Amended]

105. In 14 CFR part 129, remove all references to “District Office” and add, in their place, the words “responsible Flight Standards office”.  

PART 133—ROTORCRAFT EXTERNAL–LOAD OPERATIONS

113. The authority citation for part 133 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701–44702.

§ 133.15 [Amended]

114. In § 133.15:

a. Remove the words “an FAA Flight Standards District Office” and add, in their place, the words “a Flight Standards office”; and

b. Remove the words “district office that has jurisdiction over” and add, in their place, the words “responsible Flight Standards office for”.

§ 133.21 [Amended]

115. In § 133.21(c), remove the words “FAA certificate-holding office” and add, in their place, the words “responsible Flight Standards office”.

PART 134—CERTIFICATE-HELD OPERATIONS

116. Amend § 134.11 as follows:

a. Remove the word “Office” and add, in its place, the words “Office for”;

b. In paragraph (a), remove the words “Office for” and add, in its place, the words “Office of”。
PART 135—OPERATING REQUIREMENTS: COMMUTER AND ON DEMAND OPERATIONS AND RULES GOVERNING PERSONS ON BOARD SUCH AIRCRAFT

120. The authority citation for part 135 continues to read as follows:


PART 135—OPERATING REQUIREMENTS: COMMUTER AND ON DEMAND OPERATIONS AND RULES GOVERNING PERSONS ON BOARD SUCH AIRCRAFT

121. In §135.4(b) introductory text, remove the words “Flight Standards District Office” and add, in their place, the words “nearest FAA Flight Standards District Office”.

122. In §135.19(c), remove the words “FAA Flight Standards District Office” and add, in their place, the words “nearest FAA Flight Standards District Office”.

123. In §135.43(b), remove the words “nearest FAA Flight Standards District Office” and add, in their place, the words “nearest FAA Flight Standards District Office (CHDO)”.

124. In 14 CFR part 135, remove the words “certificate-holding district office” and add, in their place, the words “nearest FAA Flight Standards District Office”.

PART 137—AGRICULTURAL AIRCRAFT OPERATIONS

131. The authority citation for part 137 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 44701–44702.

137.1 [Amended]

132. In §137.1(c), remove the words “nearest FAA Flight Standards District Office” and add, in their place, the words “responsible Flight Standards office”.

137.15 [Amended]

133. In §137.15, remove the words “FAA Flight Standards District Office that has jurisdiction over” and add, in their place, the words “responsible Flight Standards office for.”

137.17 [Amended]

134. Amend §137.17 as follows:

a. In paragraph (b), remove the words “FAA Flight Standards District Office having jurisdiction over” and add, in their place, the words “responsible Flight Standards office for”.

b. In paragraph (c), remove the words “Flight Standards District Office” and add, in their place, the words “responsible Flight Standards office”.

c. In paragraph (d), remove the word “Director” and add, in its place, the words “Executive Director”.

137.51 [Amended]

135. In §137.51(b)(3), remove the words “FAA Flight Standards District Office having jurisdiction over” and add, in their place, the words “responsible Flight Standards office for”.

PART 141—PILOT SCHOOLS

137. The authority citation for part 141 continues to read as follows:


§141.25, 141.53, and 141.91 [Amended]

138. In 14 CFR part 141, remove the words “FAA Flight Standards District Office having jurisdiction over his operation” and add, in their place, the words “responsible Flight Standards office”.

PART 141—PILOT SCHOOLS

137. The authority citation for part 141 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40113, 44701–44703, 44705, 44709, 44711, 45102–45103, 45301–45302.
Office having jurisdiction over the school” and add, in their place, the words “responsible Flight Standards office”.

§ 141.67 [Amended]
■ 140. In § 141.67(d)(2), remove the words “an FAA Flight Standards District Office” and add, in their place, the words “the responsible Flight Standards office”.

§ 141.87 [Amended]
■ 141. In § 141.87(a), remove the words “Flight Standards District Office that has jurisdiction over the area” and add, in their place, the words “responsible Flight Standards office”.

PART 142—TRAINING CENTERS

■ 142. The authority citation for part 142 continues to read as follows:


§ 142.11 [Amended]
■ 143. In § 142.11(a)(2), remove the words “FAA Flight Standards District Office that has jurisdiction over” and add, in their place, the words “responsible Flight Standards office for”.

PART 145—REPAIRS STATIONS

■ 144. The authority citation for part 145 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701–44702, 44704, 44709, 44717.

§ 145.163, 145.207, 145.209, 145.211, 145.215, and 145.217 [Amended]
■ 145. In 14 CFR part 145, remove all references to “certificate holding district office” and add, in their place, the words “responsible Flight Standards office” in the following places:
■ a. Section 145.163(d);
■ b. Section 145.207(d) and (e);
■ c. Section 145.209(d)(1), (e), (b)(1) and (2), and (j);
■ d. Section 145.211(c)(4) and (d);
■ e. Section 145.215(d); and
■ f. Section 145.217(a)(2) introductory text.

PART 183—REPRESENTATIVES OF THE ADMINISTRATOR

■ 146. The authority citation for part 183 continues to read as follows:


§ 183.11 [Amended]
■ 147. Amend § 183.11 as follows:
■ a. In paragraph (c)(1), remove the words “Manager, Aircraft Certification Office, or the Manager’s designee,” and add, in their place, the words “Aircraft Certification Service”.
■ b. In paragraph (c)(2), remove the words “Manager, Aircraft Certification Directorate, or the Manager’s designee,” and add, in their place, the words “Aircraft Certification Service”.
■ c. In paragraph (e), remove the words “Director, Aircraft Certification Service, or the Director’s designee,” and add, in their place, the words “Aircraft Certification Service”.

§ 183.33 [Amended]
■ 148. In § 183.33(a), remove the words “Director of” everywhere they appear and add, in their place, the words “Executive Director.”

Issued under authority provided by 49 U.S.C. 106(f), 44701(a), and 44703 in Washington, DC, on January 24, 2018.

Daniel K. Elwell,
Acting Administrator.

[FR Doc. 2018–03374 Filed 3–2–18; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 23
[Docket No. FAA–2018–0090; Special Conditions No. 23–286–SC]

Special Conditions: Textron Aviation, Inc., Model C90A King Air; Installation of Electronic Engine Control System

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions; request for comments.

SUMMARY: These special conditions are issued for the Textron Aviation, Inc., model C90A King Air airplane. This airplane as modified by Nexant Aerospace will have a novel or unusual design feature associated with installation of an engine that includes an electronic engine control system. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

DATES: The effective date of these special conditions is March 5, 2018. We must receive your comments by April 4, 2018.

ADDRESSES: Send comments identified by docket number FAA–2018–0090 using any of the following methods:

• Federal eRegulations Portal: Go to http://www.regulations.gov and follow the online instructions for sending your comments electronically.

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

• Hand Delivery of Courier: Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m., and 5 p.m., Monday through Friday, except Federal holidays.

• Fax: Fax comments to Docket Operations at 202–493–2251.

Privacy: The FAA will post all comments it receives, without change, to http://regulations.gov, including any personal information the commenter provides. Using the search function of the docket website, anyone can find and read the electronic form of all comments received into any FAA docket, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). DOT’s complete Privacy Act Statement can be found in the Federal Register published on April 11, 2000 (65 FR 19477–19478), as well as at http://DocketsInfo.dot.gov.

Docket: Background documents or comments received may be read at http://www.regulations.gov at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m., and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Jeff Pretz, Federal Aviation Administration, Aircraft Certification Service, Policy & Innovation Division, Small Airplane Standards Branch, AIR–691, 901 Locust, Room 301, Kansas City, MO 64106; telephone (816) 329–3239; facsimile (816) 329–4090.

SUPPLEMENTARY INFORMATION: The FAA has determined that notice and opportunity for prior public comment hereon are impracticable because these procedures would significantly delay issuance of the approval design and thus delivery of the affected aircraft. In addition, the FAA has determined, in accordance with 5 U.S.C. 553(b)(3)(B) and 553(d)(3), that notice and opportunity for prior public comment hereon are unnecessary because the substance of these special conditions has been subject to the public comment process in several prior instances with