Rules and Regulations

Federal Register
Vol. 83, No. 89
Tuesday, May 8, 2018

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2018–0068; Product Identifier 2017–CE–049–AD; Amendment 39–19276; AD 2018–03–03 R1]

RIN 2120–AA64

Airworthiness Directives; Textron Aviation Inc. Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are revising Airworthiness Directive (AD) 2018–03–03 for certain Textron Aviation Inc. Models 401, 401A, 401B, 402, 402A, 402B, 402C, 411, 411A, 414, 414A, 421, 421A, 421B, 421C, and 425 airplanes. AD 2018–03–03 required repetitively inspecting the left and the right forward lower carry through spar cap for cracks and replacing the carry through spar cap if cracks were found. This AD addresses the same unsafe condition and requires the same actions as AD 2018–03–03, but clarifies the compliance times for the initial inspection of the carry through spar cap. This AD was prompted by several reports of confusion in interpreting the compliance times for the initial inspection of the carry through spar cap. We are issuing this AD to eliminate confusion in interpreting the compliance times for this inspection.

DATES: This AD is effective May 23, 2018.

The Director of the Federal Register approved the incorporation by reference of certain other publications listed in this AD as of February 28, 2018 (83 FR 6114, February 13, 2018).

We must receive any comments on this AD by June 22, 2018.

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

- *Federal eRulemaking Portal:* Go to *http://www.regulations.gov.* Follow the instructions for submitting comments.
- *Fax:* 202–493–2251.
- *Mail:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.
- *Hand Delivery:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this final rule, contact Textron Aviation Inc., Textron Aviation Customer Service, One Cessna Blvd., Wichita, Kansas 67215; telephone: (316) 517–5800; email: *customercare@txtav.com;* internet: *www.txtav.com.* You may view this service information at the FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329–4148. It is also available on the internet at *http://www.regulations.gov* by searching for and locating Docket No. FAA–2018–0068.

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–2018–0068; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the regulatory evaluation, any comments received, and other information. The street address for Docket Operations (phone: 800–647–5527) is listed above. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Bobbie Kroetch, Aerospace Engineer, Wichita ACO Branch, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946–4155; fax: (316) 946–4107; email: *bobbie.kroetch@faa.gov* or *Wichita-COS@faa.gov.*

SUPPLEMENTARY INFORMATION:

Discussion

We issued AD 2018–03–03, Amendment 39–19176 (83 FR 6114, February 13, 2018), (''AD 2018–03–03''), for certain Textron Aviation Inc. (Textron) (type certificate previously held by Cessna Aircraft Company) Models 401, 401A, 401B, 402, 402A, 402B, 402C, 411, 411A, 414, 414A, 421, 421A, 421B, 421C, and 425 airplanes. AD 2018–03–03 required repetitively inspecting the left and the right forward lower carry through spar cap for cracks and replacing the carry through spar cap if cracks were found. AD 2018–03–03 also required sending the inspection results to the FAA.

AD 2018–03–03 resulted from a report of a fully cracked lower forward carry through spar cap found on a Textron Model 402C airplane. Investigation revealed that the crack resulted from metal fatigue. At this time, the cracking has been found on only Model 402C airplanes. However, the carry through spar cap and surrounding structure on the other model airplanes included in AD 2018–03–03 are similar and the loads on the other model airplanes are similar to (or higher than) the Model 402C airplanes.

We issued AD 2018–03–03 to prevent failure of the carry through spar cap during flight. The unsafe condition, if not addressed, could result in loss of control.

Actions Since AD 2018–03–03 Was Issued

Since we issued AD 2018–03–03, we received numerous comments from owners/operators and maintenance staff stating the compliance times for the initial inspection of the carry through spar cap are confusing and asking for clarification. We also received an additional comment requesting clarification of the replacement requirement. AD 2018–03–03 specified replacing the carry through spar if cracks are found during any inspection of the carry through spar cap. Our intent was to require replacement of only the carry through spar cap if cracks are found, which decreases the burden to the owners/operators of the affected airplanes. We are issuing this AD to clarify the compliance times for the initial inspection of the carry through spar cap and to clarify the replacement requirement of the carry through spar cap.

Related Service Information Under 1 CFR Part 51

We reviewed Textron Aviation Multi-engine Mandatory Service Letter MEL–57–01 and Textron Aviation Conquest Mandatory Service Letter CQL–57–01, both dated December 18, 2017. As applicable, these service letters describe procedures for repetitively inspecting the forward lower carry through spar cap for cracks. This service information is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the **ADDRESSES** section.

Other Related Service Information

We reviewed Textron Aviation Conquest Service Bulletin CQB–57–01, Textron Aviation Multi-engine Service Bulletin MEB–57–01, and Textron Multi-engine Service Bulletin MEB–57–02, all dated December 20, 2017. As applicable, these service bulletins provide the manufacturer's optional procedures for installing access panels for easier access to the forward lower carry through spar caps. This AD does not require installing the access panels.

FAA's Determination

We are issuing this AD because we evaluated all the relevant information and determined the unsafe condition described previously in AD 2018–03–03 is likely to exist or develop in other products of the same type design.

AD Requirements

This AD requires repetitively inspecting the left and the right forward lower carry through spar cap for cracks and replacing the carry through spar cap if cracks are found. This AD also requires sending the inspection results to the FAA.

Interim Action

We consider this AD interim action. Textron Aviation Inc. is evaluating the initial and repetitive inspection intervals, as well as designing a replacement lower carry through spar cap from an improved material. After the evaluations are complete and the design modification is developed, approved, and available, we may consider additional rulemaking.

FAA's Justification and Determination of the Effective Date

The FAA previously determined that the risk to the flying public justified waiving notice and comment prior to the adoption of AD 2018–03–03. This AD is being issued to clarify the compliance times for the initial inspection of the carry through spar cap found in 2018–03–03. Because the substance of AD 2018–03–03 remains the same, but for the clarification of compliance times for the initial inspection and clarification of the spar cap replacement, we find good cause that notice and opportunity for prior public comment are unnecessary. In addition, for the reasons stated above, we find that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not provide you with notice and an opportunity to provide your comments before it becomes effective. However, we invite you to send any written data, views, or arguments about this final rule. Send your comments to an address listed under the **ADDRESSES** section. Include the docket number FAA–2018–0068 and Product Identifier 2017–CE–049–AD at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this final rule. We will consider all comments received by the closing date and may amend this final rule because of those comments.

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

Costs of Compliance

We estimate that this AD affects 2,147 airplanes of U.S. registry.

We estimate the following costs to comply with this AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Inspect the left and the right forward lower carry through spar cap for cracks (without inspection access panels).	12 work-hours × $85 per hour = $1,020 per inspection cycle.	Not applicable	$1,020 per inspection cycle.	$2,189,940 per inspection cycle.

We estimate the following costs to do any necessary replacement that will be required based on the results of the inspection. We have no way of determining the number of aircraft that might need this replacements:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Replace carry through spar cap	800 work-hours × $85 per hour = $68,000	$5,000	$73,000

Paperwork Reduction Act

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

DC 20591. ATTN: Information Collection Clearance Officer, AES–200.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, section 44701, ''General requirements.'' Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

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 small airplanes, gliders, balloons, airships, domestic business jet transport airplanes, and associated appliances to the Director of the Policy and Innovation Division.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

(1) Is not a ''significant regulatory action'' under Executive Order 12866,

(2) Is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),

(3) Will not affect intrastate aviation in Alaska, and

(4) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

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

§ 39.13 [Amended]

■ 2. The FAA amends § 39.13 by removing Airworthiness Directive (AD) 2018–03–03, Amendment 39–19176 (83 FR 6114, February 13, 2018) and adding the following new AD:

2018–03–03 R1 Textron Aviation Inc.: Amendment 39–19276; Docket No. FAA–2018–0068; Product Identifier 2017–CE–049–AD.

(a) Effective Date

This AD is effective May 23, 2018.

(b) Affected ADs

This AD replaces Airworthiness Directive (AD) 2018–03–03, Amendment 39–19176 (83 FR 6114, February 13, 2018) (''AD 2018–03–03'').

(c) Applicability

This AD applies to the following Textron Aviation Inc. (type certificate previously held by Cessna Aircraft Company) model airplanes, that are certificated in any category:

Table 1 to paragraph (c) of this AD – Affected Models and Serial Numbers

Model	Serial Numbers
401	401-0001 through 401-0322
401A	401A0001 through 401A0132
401B	401B0001 through 401B0221
402	402-0001 through 402-0322
402A	402A0001 through 402A0129
402B	402B0001 through 402B1384
402C	689, 402C0001 through 402C1020
411	411-0001 through 411-0250
411A	411-0251 through 411-0300
414	414-0001 through 414-0965
414A	414A0001 through 414A1212
421	421-0001 through 421-0200
421A	421A0001 through 421A0158
421B	421B0001 through 421B0970
421C	421C0001 through 421C1807
425	425-0001 through 425-0236

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 53, Fuselage.

(e) Unsafe Condition

This AD was prompted by several reports of confusion in interpreting the compliance times for the initial inspection of the carry through spar cap. We are issuing this AD to eliminate confusion in interpreting the compliance times for this inspection. The unsafe condition related to this AD was previously addressed in AD 2018–03–03.

(f) Compliance

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

(g) Inspection Criteria

For the inspections required in paragraphs (h), (i), (j) and (l) of this AD, do a detailed visual inspection of the left and right forward lower carry through spar cap for cracks. Using a 10X magnifier visually inspect the bottom surface of the carry through spar cap in the areas around the fasteners located just inboard of the left-hand and right-hand forward lower wing fittings. If a crack is not positively identified during the detailed visual inspection but is suspected or the area is questionable, before further flight, do a surface eddy current inspection of the suspected area. Do these inspections using the Accomplishment Instructions in Textron Aviation Multi-engine Mandatory Service Letter MEL–57–01 and Textron Aviation Conquest Mandatory Service Letter CQL–57–01, both dated December 18, 2017, as applicable.

(h) Initial Inspection for All Affected Airplanes With 24,975 Hours Time-In-Service (TIS) or More on the Carry Through Spar Cap

Within the next 25 hours TIS after February 28, 2018 (the effective date retained from AD 2018–03–03), do an initial detailed visual inspection following the instructions specified in paragraph (g) of this AD.

(i) Initial Inspection for All Affected Airplanes With Less Than 24,975 Hours TIS on the Carry Through Spar Cap

(1) *For Models 401, 401A, 401B, 402, 402A, 402B, 402C, 411, 411A, 414, 414A, 421, and 421A airplanes,* do an initial detailed visual inspection following the instructions specified in paragraph (g) of this AD at whichever of the compliance times in paragraphs (i)(1)(i) or (ii) of this AD occurs later. See figures 1 and 2 of paragraph (i)(1) of this AD for examples.

(i) Before or upon accumulating 15,000 hours TIS on the carry through spar cap; or

(ii) Within the next 50 hours TIS after February 28, 2018 (the effective date retained from AD 2018–03–03).

An airplane with 14,990 hours TIS on the carry through spar cap:

The airplane has 10 hours TIS before accumulating 15,000 hours TIS on the carry through spar cap, so "Within the next 50 hours TIS after February 28, 2018 (the effective date retained from AD 2018-03-03)" would be the "whichever of the compliance times in paragraphs (i)(1)(i) or (ii) of this AD occurs later." Therefore, the airplane must be inspected before accumulating 15,040 hours TIS on the wing carry through spar cap.

Figure 1 to paragraph (i)(1) of this AD

An airplane with 8,000 hours TIS on the carry through spar cap:

The airplane has 7,000 hours TIS before accumulating 15,000 hours TIS on the carry through spar cap, so the "Before or upon accumulating 15,000 hours TIS on the carry through spar cap" would be the "whichever of the compliance times in paragraphs (i)(1)(i) or (ii) of this AD occurs later." Therefore, the airplane must be inspected before or upon accumulating 15,000 hours TIS on the wing carry through spar cap.

Figure 2 to paragraph (i)(1) of this AD

(2) *For Models 421B and 421C airplanes,* do an initial detailed visual inspection following the instructions specified in paragraph (g) of this AD at whichever of the compliance times in paragraphs (i)(2)(i) or (ii) of this AD occurs later. See figures 3 and 4 to paragraph (i)(2) of this AD for examples.

(i) Before or upon accumulating 12,000 hours TIS on the carry through spar cap; or

(ii) Within the next 50 hours TIS after February 28, 2018 (the effective date retained from AD 2018–03–03).

An airplane with 11,980 hours TIS on the carry through spar cap:

The airplane has 20 hours TIS before accumulating 12,000 hours TIS on the carry through spar cap, so the "Within the next 50 hours TIS after February 28, 2018 (the effective date retained from AD 2018-03-03)" would be the "whichever of the compliance times in paragraphs (i)(2)(i) or (ii) of this AD occurs later." Therefore, the airplane must be inspected before accumulating 12,030 hours TIS on the wing carry through spar cap.

Figure 3 to paragraph (i)(2) of this AD

An airplane with 9,000 hours TIS on the carry through spar cap:

The airplane has 3,000 hours TIS before accumulating 12,000 hours TIS on the carry through spar cap, so the "Before or upon accumulating 12,000 hours TIS on the carry through spar cap" would be the "whichever of the compliance times in paragraphs (i)(2)(i) or (ii) of this AD occurs later." Therefore, the airplane must be inspected before or upon accumulating 12,000 hours TIS on the wing carry through spar cap.

Figure 4 to paragraph (i)(2) of this AD

(3) *For Model 425 airplanes,* do an initial detailed visual inspection following the instructions specified in paragraph (g) of this AD at whichever of the compliance times in paragraphs (i)(3)(i) or (ii) of this AD occurs later. See figures 5 and 6 to paragraphs (i)(3) of this AD for examples.

(i) Before or upon accumulating 11,000 TIS on the carry through spar cap; or

(ii) Within the next 50 hours TIS after February 28, 2018 (the effective date retained from AD 2018–03–03).

An airplane with 10,990 hours TIS on the carry through spar cap:

The airplane has 10 hours TIS before accumulating 11,000 hours TIS on the carry through spar cap, so the "Within the next 50 hours TIS after February 28, 2018 (the effective date retained from AD 2018-03-03)" would be the "whichever of the compliance times in paragraphs (i)(3)(i) or (ii) of this AD occurs later." Therefore, the airplane must be inspected before accumulating 11,040 hours TIS on the wing carry through spar cap.

Figure 5 to paragraph (i)(3) of this AD

An airplane with 2,000 hours TIS on the carry through spar cap:

The airplane has 9,000 hours TIS before accumulating 11,000 hours TIS on the carry through spar cap, so the "Before or upon accumulating 11,000 hours TIS on the carry through spar cap" would be the "whichever of the compliance times in paragraphs (i)(3)(i) or (ii) of this AD occurs later." Therefore, the airplane must be inspected before or upon accumulating 11,000 hours TIS on the wing carry through spar cap.

Figure 6 to paragraph (i)(3) of this AD

(j) Repetitive Inspections for All Affected Airplanes

If no cracks are found during the initial detailed visual inspections or the surface eddy current inspections required in paragraphs (h) and (i) of this AD, repetitively thereafter inspect at intervals not to exceed 50 hours TIS. Inspect following the instructions specified in paragraph (g) of this AD.

(k) Replacement of Carry Through Spar Cap for All Affected Airplanes

If cracks are found during any inspection required in paragraphs (h) through (j) and paragraph (l) of this AD, before further flight, replace the carry through spar cap.

(l) Initial and Repetitive Inspections of Newly Installed Carry Through Spar Cap for All Affected Airplanes

Do the initial and repetitive inspections following the instructions specified in paragraph (g) of this AD at the applicable compliance time in paragraphs (l)(1) through (3) of this AD. If any cracks are found during any inspection required by this paragraph, before further flight, replace the wing carry through spar cap.

(1) *For Models 401, 401A, 401B, 402, 402A, 402B, 402C, 411, 411A, 414, 414A, 421, and 421A airplanes,* initially inspect before or upon accumulating 15,000 hours TIS on the newly installed carry through spar cap and repetitively thereafter inspect at intervals not to exceed 50 hours TIS.

(2) *For Models 421B and 421C airplanes,* initially inspect before or upon accumulating 12,000 hours TIS on the newly installed carry through spar cap and repetitively thereafter inspect at intervals not to exceed 50 hours TIS.

(3) *For Model 425 airplanes,* initially inspect before or upon accumulating 11,000 hours TIS on the newly installed carry through spar cap and repetitively thereafter inspect at intervals not to exceed 50 hours TIS.

(m) Reporting Requirement for All Affected Airplanes

Within 30 days after each inspection required by paragraphs (h) through (j) and paragraph (l) of this AD, report the results of the inspection to the FAA representative identified in paragraph (r) of this AD using the undated Attachment (titled Spar Cap Inspection Results Form and Spar Cap Inspection Results Form Continued) to Textron Aviation Multi-engine Mandatory Service Letter MEL–57–01 and Textron Aviation Conquest Mandatory Service Letter CQL–57–01, both dated December 18, 2017, as applicable. Please identify AD 2018–03–03 in the subject line if submitted through email.

(n) Installation of Optional Access Panels All Affected Airplanes

Textron Aviation Conquest Service Bulletin CQB–57–01, Textron Aviation Multi-engine Service Bulletin MEB–57–01, and Textron Multi-engine Service Bulletin MEB–57–02, all dated December 20, 2017, provide the manufacturer's optional procedures for installing access panels for easier access to the forward carry through spar cap. This AD does not require installing the access panels, but does not restrict the owner/operator from doing so.

(o) Credit for Actions Done Following Previous Service Information for Affected Airplanes

This AD allows credit for the initial inspection of the forward lower carry through spar cap required in paragraphs (h) and (i) of this AD if done before February 28, 2018 (the effective date retained from AD 2018–03–03), using the following documents:

(1) *Models 401, 401A, 401B, 402, 402A, 402B airplanes:* Cessna Aircraft Company Model 401/402 Supplemental Inspection Document, Supplemental Inspection Number 57–10–10, dated June 3, 2002.

(2) *Model 402C airplanes:* Cessna Aircraft Company Model 402C Maintenance Manual, Supplemental Inspection Number 57–10–14, dated June 3, 2002.

(3) *Models 411 and 411A airplanes:* Cessna Aircraft Company Model 411, Supplemental Inspection Document, Supplemental Inspection Number 57–10–10, dated January 6, 2003.

(4) *Model 414 airplanes:* Cessna Aircraft Company Model 414 Supplemental Inspection Document, Supplemental Inspection Number 57–10–10, dated August 1, 2002.

(5) *Model 414A airplanes:* Cessna Aircraft Company Model 414A Supplemental Inspection Document, Supplemental Inspection Number 57–10–14, dated August 1, 2002.

(6) *Models 421, 421A, and 421B airplanes:* Cessna Aircraft Company Model 421 Supplemental Inspection Document, Supplemental Inspection Number 57–10–10, dated March 3, 2003.

(7) *Model 421C airplanes:* Cessna Aircraft Company Model 421C Supplemental Inspection Document, Supplemental Inspection Number 57–10–14, dated January 6, 2003.

(p) Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120–0056. Public reporting for this collection of information is estimated to be approximately 15 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, AES–200.

(q) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita 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 it to the attention of the person identified in paragraph (r) of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(r) Related Information

For more information about this AD, contact Bobbie Kroetch, Aerospace Engineer, Wichita ACO Branch, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946–4155; fax: (316) 946–4107; email: *bobbie.kroetch@faa.gov* or *Wichita-COS@faa.gov.*

(s) 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 this AD specifies otherwise.

(3) The following service information was approved for IBR on February 28, 2018 (83 FR 6114, February 13, 2018).

(i) Textron Aviation Multi-engine Mandatory Service Letter MEL–57–01, dated December 18, 2017 (includes the undated Attachment titled Spar Cap Inspection Results Form and Spar Cap Inspection Results Form Continued).

(ii) Textron Aviation Conquest Mandatory Service Letter CQL–57–01, dated December 18, 2017 (includes the undated Attachment titled Spar Cap Inspection Results Form and Spar Cap Inspection Results Form Continued).

(4) For Textron Aviation service information identified in this AD, contact Textron Aviation Inc., Textron Aviation Customer Service, One Cessna Blvd., Wichita, Kansas 67215; telephone: (316) 517–5800; email: *customercare@txtav.com;* internet: *www.txtav.com.*

(5) You may view this service information at FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329–4148.

(6) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: *http://www.archives.gov/federal-register/cfr/ibr-locations.html.*

Issued in Kansas City, Missouri, on April 30, 2018.

Melvin J. Johnson,

Deputy Director, Policy & Innovation Division, Aircraft Certification Service.

[FR Doc. 2018–09601 Filed 5–7–18; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31190; Amdt. No. 3797]

Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule establishes, amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures (ODPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: This rule is effective May 8, 2018. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 8, 2018.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination

1. U.S. Department of Transportation, Docket Ops-M30, 1200 New Jersey Avenue SE, West Bldg., Ground Floor, Washington, DC, 20590–0001.

2. The FAA Air Traffic Organization Service Area in which the affected airport is located;

3. The office of Aeronautical Navigation Products, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,

4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.*

Availability

All SIAPs and Takeoff Minimums and ODPs are available online free of charge. Visit the National Flight Data Center at *nfdc.faa.gov* to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from the FAA Air Traffic Organization Service Area in which the affected airport is located.

FOR FURTHER INFORMATION CONTACT: Thomas J. Nichols, Flight Procedure Standards Branch (AFS–420), Flight Technologies and Programs Divisions, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082, Oklahoma City, OK 73125) Telephone: (405) 954–4164.

SUPPLEMENTARY INFORMATION:

This rule amends Title 14 of the Code of Federal Regulations, Part 97 (14 CFR part 97), by establishing, amending, suspending, or removes SIAPS, Takeoff Minimums and/or ODPS. The complete regulatory description of each SIAP and its associated Takeoff Minimums or ODP for an identified airport is listed on FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and 14 CFR part 97.20. The applicable FAA forms are FAA Forms 8260–3, 8260–4, 8260–5, 8260–15A, and 8260–15B when required by an entry on 8260–15A.

The large number of SIAPs, Takeoff Minimums and ODPs, their complex nature, and the need for a special format make publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, Takeoff Minimums or ODPs, but instead refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP, Takeoff Minimums and ODP listed on FAA form documents is unnecessary. This amendment provides the affected CFR sections and specifies the types of SIAPs, Takeoff Minimums and ODPs with their applicable effective dates. This amendment also identifies the airport and its location, the procedure, and the amendment number.

Availability and Summary of Material Incorporated by Reference

The material incorporated by reference is publicly available as listed in the **ADDRESSES** section.

The material incorporated by reference describes SIAPS, Takeoff Minimums and/or ODPS as identified in the amendatory language for part 97 of this final rule.

The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP, Takeoff Minimums and ODP as Amended in the transmittal. Some SIAP and Takeoff Minimums and textual ODP amendments may have been issued previously by the FAA in a Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts.

The circumstances that created the need for some SIAP and Takeoff Minimums and ODP amendments may require making them effective in less than 30 days. For the remaining SIAPs and Takeoff Minimums and ODPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs and Takeoff Minimums and ODPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these SIAPs and Takeoff Minimums and ODPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs, Takeoff Minimums and ODPs, and safety in air commerce, I find that notice and public procedure under 5 U.S.C. 553(b) are impracticable and contrary to the public interest and, where applicable, under 5 U.S.C 553(d), good cause exists for making some SIAPs effective in less than 30 days.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore— (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); and (3)does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same