

## PART 39—AIRWORTHINESS DIRECTIVES

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

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

### § 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

#### 2018–12–06 The Boeing Company:

Amendment 39–19310; Docket No. FAA–2017–0904; Product Identifier 2017–NM–071–AD.

#### (a) Effective Date

This AD is effective July 16, 2018.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to The Boeing Company Model 787–8 and 787–9 airplanes, certificated in any category, as identified in the applicable service information specified in paragraphs (c)(1) and (c)(2) of this AD.

(1) Boeing Service Bulletin B787–81205–SB210075–00, Issue 003, dated March 29, 2017 (for Model 787–8 airplanes);

(2) Boeing Service Bulletin B787–81205–SB210077–00, Issue 004, dated September 22, 2017 (for Model 787–9 airplanes).

#### (d) Subject

Air Transport Association (ATA) of America Code 21, Air conditioning.

#### (e) Unsafe Condition

This AD was prompted by a report of an in-service reliability issue involving a latent flow sensor failure combined with single cabin air compressor (CAC) operation. This condition resulted in reduced airflow which led to a persistent single CAC surge condition that caused overheat damage to the CAC inlet. We are issuing this AD to prevent CAC inlet overheating leading to structural degradation of the CAC inlet, fumes in the cabin and flight deck, and interruption to in-service air conditioning.

#### (f) Compliance

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

#### (g) Software and Hardware Installation

Within 36 months after the effective date of this AD: Install new pack control unit (PCU) software for the cabin air conditioning and temperature control system (CACTCS) and new CAC outlet pressure sensor J-tube hardware, and do all applicable related investigative and corrective actions; in accordance with the Accomplishment Instructions of the applicable service information specified in paragraph (g)(1) or (g)(2) of this AD. Related investigative and corrective actions must be done before further flight.

(1) Boeing Service Bulletin B787–81205–SB210075–00, Issue 003, dated March 29, 2017 (for Boeing Model 787–8 airplanes); or

Boeing Service Bulletin B787–81205–SB210077–00, Issue 004, dated September 22, 2017 (for Boeing Model 787–9 airplanes).

(2) Boeing Service Bulletin B787–81205–SB210083–00, Issue 001, dated February 9, 2017 (for all airplanes); and Work Packages 2 and 3 of the applicable service information identified in paragraph (g)(1) of this AD.

#### (h) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD using the applicable service information specified in paragraphs (h)(1) through (h)(5) of this AD.

(1) Boeing Service Bulletin B787–81205–SB210075–00, Issue 001, dated February 24, 2016 (for Model 787–8 airplanes);

(2) Boeing Service Bulletin B787–81205–SB210075–00, Issue 002, dated May 11, 2016 (for Model 787–8 airplanes);

(3) Boeing Service Bulletin B787–81205–SB210077–00, Issue 001, dated April 19, 2016 (for Model 787–9 airplanes);

(4) Boeing Service Bulletin B787–81205–SB210077–00, Issue 002, dated May 11, 2016 (for Model 787–9 airplanes);

(5) Boeing Service Bulletin B787–81205–SB210077–00, Issue 003, dated October 20, 2016 (for Model 787–9 airplanes).

#### (i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle 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 (j) of this AD. Information may be emailed to: [9-ANM-Seattle-ACO-AMOC-Requests@faa.gov](mailto:9-ANM-Seattle-ACO-AMOC-Requests@faa.gov).

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

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

#### (j) Related Information

For more information about this AD, contact Allison Buss, Aerospace Engineer, Cabin Safety and Environmental Systems Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206–231–3564; email: [allison.buss@faa.gov](mailto:allison.buss@faa.gov).

#### (k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this

paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Boeing Service Bulletin B787–81205–SB210075–00, Issue 003, dated March 29, 2017;

(ii) Boeing Service Bulletin B787–81205–SB210077–00, Issue 004, dated September 22, 2017;

(iii) Boeing Service Bulletin B787–81205–SB210083–00, Issue 001, dated February 9, 2017.

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

(4) You may view this service information at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

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

Issued in Des Moines, Washington, on May 31, 2018.

**Michael Kaszycki,**

*Acting Director, System Oversight Division, Aircraft Certification Service.*

[FR Doc. 2018–12285 Filed 6–8–18; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2017–1163; Product Identifier 2017–CE–041–AD; Amendment 39–19260; AD 2018–09–04]

**RIN 2120–AA64**

#### Airworthiness Directives; Gulfstream Aerospace Corporation Airplanes

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

**ACTION:** Final rule; correction.

**SUMMARY:** The FAA is correcting an airworthiness directive (AD) that published in the **Federal Register**. The AD applies to certain Gulfstream Aerospace Corporation Models G–IV and GIV–X airplanes. Paragraphs (h)(3) through (5) of the AD incorrectly reference Customer Bulletin 238A as Customer Bulletin 283A. This document corrects that error. In all other respects, the original document remains the

same; however for the sake of clarity, we are publishing the entire rule in the **Federal Register**.

**DATES:** The effective date of AD 2018–09–04 remains June 11, 2018.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of June 11, 2018 (83 FR 19922, May 7, 2018).

**ADDRESSES:** You may examine the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA–2017–1163; or in person at the 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 address for the Docket Operations (phone: 800–647–5527) is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:**

William O. Herderich, Aerospace Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474–5547; fax: (404) 474–5605; email: [william.o.herderich@faa.gov](mailto:william.o.herderich@faa.gov).

**SUPPLEMENTARY INFORMATION:** AD 2018–09–04, Amendment 39–19260 (83 FR 19922, May 7, 2018), requires incorporating new revisions into the Instructions for Continued Airworthiness of the Limitations section of the FAA-approved maintenance program (e.g., maintenance manual) that establish an inspection cycle for the repaired main landing gear side brace actuator fittings.

As published, paragraphs (h)(3) through (5) of the AD contain a typographical error. The published references are Customer Bulletin No. 283A, dated June 15, 2017, and they should be Customer Bulletin No. 238A, dated June 15, 2017.

Although no other part of the preamble or regulatory information has been corrected, for the sake of clarity, we are publishing the entire rule in the **Federal Register**.

The effective date of this AD remains June 11, 2018.

**List of Subjects in 14 CFR Part 39**

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

**Adoption of the Correction**

Accordingly, under the authority delegated to me by the Administrator,

the FAA amends 14 CFR part 39 as follows:

**PART 39—AIRWORTHINESS DIRECTIVES**

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

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

**§ 39.13 [Corrected]**

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

**2018–09–04 Gulfstream Aerospace**

**Corporation:** Amendment 39–19260; Docket No. FAA–2017–1163; Product Identifier 2017–CE–041–AD.

**(a) Effective Date**

This AD is effective June 11, 2018.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to the following Gulfstream Aerospace Corporation model airplanes that are certificated in any category:

- (1) Model G–IV, serial numbers (S/Ns) 1000 through 1399 having Aircraft Service Change (ASC) 416A (MSG–3) incorporated; and S/Ns 1400 through 1535; and
- (2) Model GIV–X, S/Ns 4001 through 4355.

**(d) Subject**

Joint Aircraft System Component (JASC)/ Air Transport Association (ATA) of America Code 32, Landing Gear.

**(e) Unsafe Condition**

This AD was prompted by the potential for fatigue cracks in the main landing gear (MLG) actuator attachment fitting that had a certain repair incorporated. We are issuing this AD to prevent failure of the MLG actuator attachment. The unsafe condition, if not addressed, could compromise the lateral support of the MLG during ground maneuvers, possibly leading to collapse of the affected MLG with consequent loss of control. In addition, this condition could also cause the MLG side brace to fail, which could result in a penetration of the wing fuel tank causing an uncontained fire.

**(f) Compliance**

At whichever of the following compliance times in paragraphs (f)(1) and (f)(2) that occurs later, comply with the actions in paragraphs (g) through (i) of this AD, unless already done.

(1) Within the next 100 hours time-in-service after June 11, 2018 (the effective date of this AD); or

(2) Within the next 3 months after June 11, 2018 (the effective date of this AD).

**(g) Inspect Maintenance Records**

Inspect the airplane maintenance records to determine if repair SE05732102 for the MLG side brace fitting has been incorporated. To do this inspection, use the Accomplishment Instructions in Gulfstream G350 Customer Bulletin Number 192A;

Gulfstream G450 Customer Bulletin 192A; Gulfstream IV Customer Bulletin Number 238A; Gulfstream G300 Customer Bulletin Number 238A; and Gulfstream G400 Customer Bulletin Number 238A; all dated June 15, 2017, as applicable. The service information referenced in this paragraph specifies sending a service reply card back to Gulfstream Aerospace Corporation if repair SE05732102 for the MLG side brace fitting has been not been incorporated. This action is not required in this AD.

**(h) Determine Initial and Repetitive Inspection Requirements**

If it is determined during the maintenance records inspection required in paragraph (g) that repair SE05732102 for the MLG side brace fitting has been incorporated, determine the initial and repetitive inspection requirements using the Accomplishment Instructions of the service information identified in paragraph (g) along with the following documents, as applicable. Comply with the inspection requirements as determined.

(1) Appendix A, Gulfstream Document GIV–SGER–553, Revision A, Instructions for Continued Airworthiness for Gulfstream Repair Drawing SE05732102, dated December 14, 2016, to Gulfstream G350 Customer Bulletin No. 192A, dated June 15, 2017;

(2) Appendix A, Gulfstream Document GIV–SGER–553, Revision A, Instructions for Continued Airworthiness for Gulfstream Repair Drawing SE05732102, dated December 14, 2016, to Gulfstream G450 Customer Bulletin No. 192A, dated June 15, 2017;

(3) Appendix A, Gulfstream Document GIV–SGER–553, Revision A, Instructions for Continued Airworthiness for Gulfstream Repair Drawing SE05732102, dated December 14, 2016, to Gulfstream IV Customer Bulletin No. 238A, dated June 15, 2017;

(4) Appendix A, Gulfstream Document GIV–SGER–553, Revision A, Instructions for Continued Airworthiness for Gulfstream Repair Drawing SE05732102, dated December 14, 2016, to Gulfstream G300 Customer Bulletin No. 238A, dated June 15, 2017; and

(5) Appendix A, Gulfstream Document GIV–SGER–553, Revision A, Instructions for Continued Airworthiness for Gulfstream Repair Drawing SE05732102, dated December 14, 2016, to Gulfstream G400 Customer Bulletin No. 238A, dated June 15, 2017.

**(i) Revise Limitations Section**

Insert the documents listed in paragraphs (h)(1) through (5) of this AD into the Instructions for Continued Airworthiness of the Limitations section of the FAA-approved maintenance program (e.g., maintenance manual), as applicable. The revised limitations sections establish inspections of the repaired MLG side brace actuator fittings.

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

(1) The Manager, Atlanta 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 (k) of this AD.

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

(3) For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (g) through (i) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

#### (k) Related Information

For more information about this AD, contact William O. Herderich, Aerospace Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5547; fax: (404) 474-5605; email: [william.o.herderich@faa.gov](mailto:william.o.herderich@faa.gov).

#### (l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Gulfstream G350 Customer Bulletin Number 192A, dated June 15, 2017, that incorporates Appendix A, Gulfstream Document GIV-SGER-553, Revision A, Instructions for Continued Airworthiness for Gulfstream Repair Drawing SE05732102, dated December 14, 2016.

(ii) Gulfstream G450 Customer Bulletin 192A, dated June 15, 2017, that incorporates Appendix A, Gulfstream Document GIV-SGER-553, Revision A, Instructions for Continued Airworthiness for Gulfstream Repair Drawing SE05732102, dated December 14, 2016.

(iii) Gulfstream IV Customer Bulletin Number 238A, dated June 15, 2017, that incorporates Appendix A, Gulfstream Document GIV-SGER-553, Revision A, Instructions for Continued Airworthiness for Gulfstream Repair Drawing SE05732102, dated December 14, 2016.

(iv) Gulfstream G300 Customer Bulletin Number 238A, dated June 15, 2017, that incorporates Appendix A, Gulfstream Document GIV-SGER-553, Revision A, Instructions for Continued Airworthiness for

Gulfstream Repair Drawing SE05732102, dated December 14, 2016.

(v) Gulfstream G400 Customer Bulletin Number 238A, dated June 15, 2017, that incorporates Appendix A, Gulfstream Document GIV-SGER-553, Revision A, Instructions for Continued Airworthiness for Gulfstream Repair Drawing SE05732102, dated December 14, 2016.

(3) For Gulfstream Aerospace Corporation service information identified in this AD, contact Gulfstream Aerospace Corporation, P.O. Box 2206, Savannah, Georgia 31402-2206; telephone: (800) 810-4853; fax 912-965-3520; email: [pubs@gulfstream.com](mailto:pubs@gulfstream.com); internet: [http://www.gulfstream.com/product\\_support/technical\\_pubs/pubs/index.htm](http://www.gulfstream.com/product_support/technical_pubs/pubs/index.htm).

(4) 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.

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

Issued in Kansas City, Missouri, on June 5, 2018.

**David R. Showers,**

*Aircraft Certification Service, Acting Deputy Director, Policy and Innovation Division, AIR-601.*

[FR Doc. 2018-12519 Filed 6-8-18; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2017-0610; Airspace Docket No. 17-AEA-13]

RIN 2120-AA66

#### Revocation of Class E Airspace; Seven Springs, PA, and Amendment of Class E Airspace; Somerset, PA

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

**ACTION:** Final rule, correction.

**SUMMARY:** This action corrects a final rule published in the **Federal Register** on April 20, 2018, amending and removing Class E airspace at Seven Springs, PA, by correcting the geographic coordinates in the legal description of Class E airspace extending upward from 700 feet or more above the surface for Somerset County Airport.

**DATES:** Effective 0901 UTC, July 19, 2018. The Director of the Federal Register approves this incorporation by

reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.11 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-6364.

#### SUPPLEMENTARY INFORMATION:

##### History

The FAA published a final rule in the **Federal Register** (83 FR 17480, April 20, 2018) for Doc. No. FAA-2017-0610, amending Class E airspace extending upward from 700 feet or more above the surface at Somerset County Airport, Somerset, PA. Subsequent to publication, the FAA found that the geographic coordinates of the airport listed in the description under Class E airspace area extending upward from 700 feet above the surface were incorrect. This action corrects the error.

Class E airspace designations are published in paragraph 6005, of FAA Order 7400.11B dated August 3, 2017, and effective September 15, 2017, which is incorporated by reference in 14 CFR part 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

#### Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order 7400.11B, Airspace Designations and Reporting Points, dated August 3, 2017, and effective September 15, 2017. FAA Order 7400.11B is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11B lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

#### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, in the **Federal Register** of April 20, 2018 (83 FR 17480) FR Doc. 2018-08037, the amendment of Class E Airspace for Somerset County Airport, Somerset, PA, is corrected as follows:

#### § 71.1 [Amended]

#### AEA PA E5 Somerset, PA [Amended]

■ On page 17481, column 3 line 22, remove (Lat. 40°02'20" N, long. 79°00'54" W) and add in its place (Lat. 40°02'19" N, long. 79°00'55" W).