

(OIG), who have submitted grievances under DHS's Administrative Grievance System or in accordance with a negotiated grievance procedure. In this final rule, the Department removes all exemptions previously applied to this system of records.

**DATES:** This final rule is effective April 29, 2019.

**FOR FURTHER INFORMATION CONTACT:** For general and privacy questions, please contact: Jonathan R. Cantor, (202) 343–1717, *Privacy@hq.dhs.gov*, Acting Chief Privacy Officer, Privacy Office, Department of Homeland Security, Washington, DC 20528–0655.

**SUPPLEMENTARY INFORMATION:** In accordance with the Privacy Act of 1974, 5 U.S.C. 552a, DHS modifies a current DHS system of records titled, “DHS/ALL–018 Grievances, Appeals, and Disciplinary Action Records System of Records,” last published October 17, 2008. The system of records is now renamed “DHS/ALL–018

Administrative Grievance Records.” This system of records covers all current and former DHS employees, except for employees of the OIG, who have submitted grievances under DHS’s Administrative Grievance System or in accordance with a negotiated grievance procedure. The records are maintained and used by the Department to resolve employee concerns about working conditions, the administration of collective bargaining agreements, employee/supervisor relations, work processes, or other similar issues. The name and scope of this modified system of records has been changed. Further, this system has been modified in an effort to not duplicate other DHS and government-wide SORNs. This updated SORN is published elsewhere in this issue of the **Federal Register**.

DHS is issuing this final rule to remove all exemptions previously applied to this system. This will provide individuals with greater access to administrative grievance records than previously provided. The previously issued final rule for this SORN, found at 74 FR 42576 (August 24, 2009), will no longer be in effect once this new final rule is issued.

These regulations are being published as a final rule because the amendment does not impose any requirements or adverse impacts on any member of the public. This amendment is the most efficient means for DHS to implement its internal requirements for complying with the Privacy Act.

Pursuant to the administrative procedure provisions in 5 U.S.C. 553, DHS finds good cause that notice and other public procedure with respect to

this rule are unnecessary and finds good cause for making this rule effective on the date of publication in the **Federal Register**. DHS finds good cause because (a) this updated SORN narrows the scope of records previously applied, since it no longer covers records of disciplinary actions, appeals, or misconduct; (b) such records removed by the existing SORN are already covered by an existing SORN depending on the type of inquiry, action, or appeal (e.g., DHS/ALL–020 Department of Homeland Security Internal Affairs, OPM/GOV'T–1 General Personnel Records; OPM/GOV'T–3 Records of Adverse Actions, Performance Based Reduction in Grade and Removal Actions, and Termination of Probationers; EEOC/GOV'T–1 Equal Employment Opportunity in the Federal Government Complaint and Appeal Records; and MSPB/GOV'T–1 Appeals and Case Records); and (c) and exemptions will no longer apply to this updated SORN, thereby providing individuals with greater access to administrative grievance records than previously provided. As a result, no new requirements, restrictions, or adverse impacts are imposed on any member of the public.

In accordance with Executive Order 12866, it has been determined that this rule is not a “significant regulatory action” and, therefore, does not require a Regulatory Impact Analysis.

The regulation 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. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

Because no notice of proposed rulemaking is required, the provisions of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) do not apply.

In accordance with the provisions of the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), DHS has determined that this rule will not impose new record-keeping, application, reporting, or other types of information collection requirements.

#### List of Subjects in 6 CFR Part 5

Classified information, Courts, Freedom of information, Government employees, Privacy.

For the reasons stated in preamble, DHS amends chapter I of title 6, Code of Federal Regulations, as follows:

## PART 5—DISCLOSURE OF RECORDS AND INFORMATION

- 1. The authority citation for part 5 continues to read as follows:

**Authority:** 6 U.S.C. 101 *et seq.*; Pub. L. 107–296, 116 Stat. 2135; 5 U.S.C. 301. Subpart A also issued under 5 U.S.C. 552. Subpart B also issued under 5 U.S.C. 552a.

#### Appendix C to Part 5 [Amended]

- 2. Amend appendix C by removing and reserving paragraph 16.

**Jonathan R. Cantor,**

*Acting Chief Privacy Officer, Department of Homeland Security.*

[FR Doc. 2019–08596 Filed 4–26–19; 8:45 am]

**BILLING CODE 9110–9B–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 21

[Docket No. FAA–2018–0379]

#### Airworthiness Criteria: Special Class Airworthiness Criteria for the Yamaha Fazer R

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

**ACTION:** Notice of issuance of airworthiness criteria.

**SUMMARY:** The FAA announces airworthiness criteria for a special class of aircraft, the Yamaha Motor Corporation, U.S.A., model Fazer R, which is an unmanned aircraft system. It designates airworthiness criteria found by the FAA to provide an equivalent level of safety to existing standards.

**DATES:** These airworthiness design criteria are effective May 29, 2019.

**FOR FURTHER INFORMATION CONTACT:** Mr. Quentin Coon, AIR–692, Federal Aviation Administration, Policy and Innovation Division, Small Airplane Standards Branch, Aircraft Certification Service, 901 Locust, Room 301, Kansas City, MO 64106, telephone (816) 329–4168, facsimile (816) 329–4090.

#### SUPPLEMENTARY INFORMATION:

##### Background

Yamaha Motor Corporation, U.S.A. (Yamaha) applied to the FAA on April 28, 2017 for special class type certification under Title 14, Code of Federal Regulations (14 CFR) 21.17(b) for the Fazer R Unmanned Aircraft System (UAS). The Fazer R UAS (Fazer R) consists of the Unmanned Aircraft (UA), flight transmitter ground control

station, and payload spray system. The Fazer R is a vertical take-off UAS that is of the traditional main/tail rotor helicopter design. Its intended primary use is conducting crop-spraying operations in the agricultural industry.

The aircraft and payload spray system would weigh approximately 244 pounds with full fuel and oil tanks, and be able to carry a payload of approximately 105 pounds. The main rotor is just over nine feet in diameter, and the aircraft would be just over three feet high and 12 feet long with a carbon frame. The aircraft would be powered by a fuel-injected 2-cylinder engine running on regular gasoline. The aircraft would have a “Turn Assistance” function that enables automatic turning to facilitate back-and-forth agricultural operations.

## Discussion of Comments

Notice of proposed airworthiness design criteria for the Yamaha Fazer R UAS was published in the **Federal Register** on May 1, 2018 (83 FR 19021). The FAA received comments from two commenters.

One individual requested the FAA consider limiting operations to remotely populated areas and requiring primary operations of spraying, sensing, and imaging and two persons for operation. The commenter stated these considerations are necessary because of the agricultural requirements for the aircraft. The commenter also stated these requirements should be the minimum requirements for all UAS, and not only the Fazer R.

Under the Concept of Operations submitted by the applicant for the Fazer R, the primary operations are agricultural spraying, sensing, and imaging in remote, uninhabited areas such as farms and fields, and the aircraft has a required minimum crew of two persons. No changes to these airworthiness criteria are necessary as a result of this comment. The request to apply these requirements to all UAS is beyond the scope of this notice.

Another individual requested the FAA consider the possible risks—fuel and security of the system—associated with the insecticide carried by the Fazer R.

The applicant’s documentation identifies and provides appropriate mitigation for these risks. No changes to these airworthiness criteria are necessary as a result of this comment.

## Conclusion

After review of the comments, the FAA sees no need to modify the proposed airworthiness criteria. Accordingly, the airworthiness criteria, as proposed, are adopted as the

certification basis for the Yamaha Fazer R under the provisions of 14 CFR 21.17(b).

### The Airworthiness Design Criteria

The FAA finds that compliance with the following will appropriately mitigate the risks associated with the proposed design and Concept of Operations (CONOPS) and provide an equivalent level of safety to existing rules:

*Concept of Operations:* The applicant must define and submit to the FAA a (CONOPS) proposal describing the intended Fazer R operation in the National Airspace System (NAS).

#### *Accepted Means of Compliance:*

1. The applicant must comply with these airworthiness criteria using a means of compliance, which may include consensus standards, accepted by the FAA.

2. The applicant requesting acceptance of a means of compliance must provide the means of compliance to the FAA in a form and manner acceptable to the FAA.

*Operational Envelope and Limitations:* The operational envelope and operational limitations must be defined as follows:

1. The Fazer R must be shown to perform as intended within the defined operational envelope and operational limitations.

2. The Fazer R must be consistently and predictably controllable and maneuverable within the operating envelope, including:

- (a) At all loading conditions for which certification is requested;
- (b) During all phases of flight; and
- (c) During configuration changes.

#### *Instructions for Continued*

*Airworthiness:* The applicant must prepare Instructions for Continued Airworthiness (ICA) for the Fazer R that are acceptable to the FAA. The ICA may be incomplete at type certification if a program exists to ensure their completion prior to delivery of the first Fazer R or issuance of a standard certificate of airworthiness, whichever occurs later.

The ICA must contain a section titled Airworthiness Limitations that is segregated and clearly distinguishable from the rest of the document. This section must set forth each mandatory replacement time, structural inspection interval, and related structural inspection procedure required for type certification. If the ICA consist of multiple documents, the section required by this paragraph must be included in the principal manual. This section must contain a legible statement in a prominent location that reads “The

Airworthiness Limitations section is FAA approved and specifies maintenance conducted under §§ 43.16 and 91.403 of Title 14 of the Code of Federal Regulations unless an alternative program has been FAA approved.”

*Flight Manual:* The applicant must provide a UAS Flight Manual with each Fazer R. The UAS Flight Manual must contain the following information—

- (a) Fazer R operating limitations;
- (b) Fazer R normal and emergency operating procedures;
- (c) Performance information;
- (d) Loading information; and
- (e) Other information that is necessary for safe operation because of design, operating, or handling characteristics.

*Flight Testing:* The Fazer R must successfully complete at least 150 hours of flight testing to determine whether there is reasonable assurance that the Fazer R, its components, its equipment, and structures are adequate, reliable, and function properly. The testing must consist of:

1. At least 50 hours with the Unmanned Aircraft (UA) at 5 percent over maximum weight at critical weight, altitude, and temperature; and

2. At least 100 hours in normal operations.

*Critical Parts:* A critical part is a part, the failure of which could have a catastrophic effect upon the UAS. If the type design includes critical parts, a critical parts list must be established.

The applicant must develop and define inspections or other procedures to prevent failures due to degradation of critical parts. Each of these inspections or procedures must be included in the Airworthiness Limitations Section of the ICA.

#### *Controls:*

1. *Flight Controls:* The applicant must design the flight control systems and control station to:

- (a) Operate easily, smoothly, and positively enough to allow proper performance of their functions, and
- (b) Protect against likely hazards.

2. *Flight Crew Interface:* The control station must be designed to allow the flight crew to perform their duties and to perform any maneuvers within the operating envelope of the Fazer R, without excessive concentration, skill, alertness, or fatigue considering the intended operating conditions for the control station.

3. *Equipment:* The applicant must define and install necessary equipment so the flight crew can monitor and perform defined tasks associated with the intended functions of the systems and equipment.

4. *Flight Crew Error:* The UAS must be designed to minimize flight crew errors

which could result in additional hazards.

*Flight Termination System:*

1. There must be a means for the flight crew to quickly and safely terminate the UA flight.

2. The Fazer R must have a means to safely terminate the UA flight when safe operation cannot continue or be maintained.

3. There must be means to prevent inadvertent operation of the flight termination system.

*Engine and Engine Control System:*

1. The Fazer R Engine and Engine Control System includes each component necessary for propulsion or which affects propulsion safety.

2. The Fazer R Engine and Engine Control System installation must be designed, constructed, installed, and maintained to ensure its continued safe operation within the operational envelope between normal inspections and overhauls.

3. The Fazer R Engine Control System including any Engine Control Unit (ECU) software or electronic hardware must be designed and developed using methods accepted by the FAA.

4. The applicant must identify the Fazer R Engine and Engine Control System failure modes and effects that may result in a catastrophic condition to the UAS. The applicant must mitigate each hazard to a level acceptable to the FAA.

5. The Fazer R Engine and Engine Control System operability, durability and reliability must be demonstrated.

*Powerplant Installation:*

1. The powerplant installation includes each part of the Fazer R (other than the main and auxiliary rotor structures) that—

(a) Is necessary for propulsion;  
(b) Affects the control of the major propulsive units; or

(c) Affects the safety of the major propulsive units between normal inspections or overhauls.

2. Each component of the powerplant installation must be constructed, arranged, and installed to ensure its continued safe operation between normal inspections or overhauls for the range of temperature and altitude for which approval is requested.

*Systems and Equipment:* This requirement applies to the Fazer R unless another requirement has been imposed for a specific piece of equipment, system, or systems. The Fazer R systems and equipment, including any software or electronic hardware, must be designed and developed using methods accepted by the FAA.

1. The systems and equipment required for a Fazer R to operate safely

in the kinds of operations for which certification is requested must be designed and installed to perform their intended function throughout the operating and environmental limits for which the Fazer R is certificated.

2. All systems and equipment not covered by paragraph 1 of this section, considered separately and in relation to other systems, must be designed and installed so their operation or failure does not have an adverse effect on the Fazer R.

*Communication:*

1. The applicant must define the type, methods, and operational limits of communication, including the mitigation of any hazard created by any loss of communication between the flight crew and between the flight crew and the Fazer R.

2. A means must be provided to allow for all communication necessary to safely operate the UA.

*Interference from External Sources:*

The design must minimize the risks associated with interference to Fazer R electronic systems and networks from external sources.

*Interference with Other Aircraft or Obstacles:* The Fazer R must have a means to remain well clear of obstacles and other aircraft for its intended operation and airspace to avoid the risk of collision.

Issued in Kansas City, Missouri, on April 19, 2019.

**Pat Mullen,**

*Aircraft Certification Service, Manager, Small Airplane Standards Branch, AIR-690.*

[FR Doc. 2019-08606 Filed 4-26-19; 8:45 am]

**BILLING CODE 4910-13-P**

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA-2017-1241; Product Identifier 2017-NM-117-AD; Amendment 39-19611; AD 2019-06-13]**

**RIN 2120-AA64**

### Airworthiness Directives; The Boeing Company Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for all The Boeing Company Model 787 series airplanes. This AD was prompted by reports of hydraulic leakage caused by damage to aileron and elevator actuators from lightning strikes. This AD requires

an inspection or records check to inspect for certain parts, detailed inspections of aileron and elevator power control units (PCUs), and applicable on-condition actions. We are issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective June 3, 2019.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of June 3, 2019.

**ADDRESSES:** For service information identified in this final rule, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster Blvd., MC 110-SK57, Seal Beach, CA 90740-5600; telephone 562-797-1717; internet <https://www.myboeingfleet.com>. 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. It is also available on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-1241.

### Examining the AD Docket

You may examine the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-1241; 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 address for 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:

Kelly McGuckin, Aerospace Engineer, Systems and Equipment Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3546; email: [Kelly.McGuckin@faa.gov](mailto:Kelly.McGuckin@faa.gov).

### SUPPLEMENTARY INFORMATION:

#### Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all The Boeing Company Model 787 series airplanes. The NPRM published in the **Federal Register** on January 10, 2018 (83 FR 1198). The NPRM was prompted by reports of hydraulic leakage caused by damage to aileron and elevator actuators from