

**New York (8)**

CUNY Hunter College  
 CUNY LaGuardia Community College  
 CUNY Lehman College  
 CUNY Queens College  
 CUNY Queensborough Community College  
 Mercy College  
 Nassau Community College  
 SUNY Westchester Community College

**Puerto Rico (16)**

Instituto Tecnológico de Puerto Rico—  
 Recinto de Manati  
 Inter American University of Puerto Rico—  
 Aguadilla  
 Inter American University of Puerto Rico—  
 Bayamon  
 Inter American University of Puerto Rico—  
 Metro  
 Inter American University of Puerto Rico—  
 San German  
 Inter-American University of Puerto Rico—  
 Ponce  
 Pontifical Catholic University of Puerto  
 Rico—Arecibo  
 Pontifical Catholic University of Puerto  
 Rico—Ponce  
 Universidad Del Turabo  
 Universidad Metropolitana  
 University of Puerto Rico—Humacao  
 University of Puerto Rico—Utuado  
 University of Puerto Rico—Mayaguez  
 University of Puerto Rico—Medical Sciences  
 University of Puerto Rico—Rio Piedras

**Texas (28)**

Angelo State University  
 Concordia University—Texas  
 Houston Community College  
 Frank Phillips College  
 Lee College  
 Odessa College  
 Palo Alto College  
 Saint Edwards's University  
 San Antonio College  
 Southwest Texas Junior College  
 St. Mary's University  
 Sul Ross University  
 Texas State University  
 Texas State Technical College  
 Texas A & M International University  
 Texas A & M University—Corpus Christi  
 Texas A & M University—Kingsville  
 The University of Texas at El Paso  
 The University of Texas Rio Grande Valley  
 The University of Texas at San Antonio  
 The University of Texas at Arlington  
 Texas Woman's University  
 University of Houston  
 University of Houston—Clear Lake  
 University of the Incarnate Word  
 University of St. Thomas  
 Western Texas College  
 Wayland Baptist University

**Washington (4)**

Big Bend Community College  
 Columbia Basin College  
 Wenatchee Valley College  
 Yakima Valley Community College

Done in Washington, DC, this 21 day of  
 May 2019.

**Steve Censky,**

*Deputy Secretary, U.S. Department of  
 Agriculture.*

[FR Doc. 2019-12021 Filed 6-6-19; 8:45 am]

**BILLING CODE 3410-22-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

**[Docket No. FAA-2018-0722; Product  
 Identifier 2017-SW-104-AD; Amendment  
 39-19651; AD 2019-11-05]**

**RIN 2120-AA64**

**Airworthiness Directives; Bell  
 Helicopter Textron Canada Limited  
 Helicopters**

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

**ACTION:** Final rule.

**SUMMARY:** We are superseding  
 Airworthiness Directive (AD) 2015-22-  
 02 for certain Bell Helicopter Textron  
 Canada Limited (Bell) Model 429  
 helicopters. AD 2015-22-02 required  
 inspecting the tail rotor (TR) pitch link  
 assemblies. This AD retains the  
 inspections of AD 2015-22-02 and  
 requires replacing certain pitch link  
 bearings. This AD was prompted by a  
 new design bearing introduced by Bell.  
 We are issuing this AD to address the  
 unsafe condition on these products.

**DATES:** This AD is effective July 12,  
 2019.

**ADDRESSES:** For service information  
 identified in this final rule, contact Bell  
 Helicopter Textron Canada Limited,  
 12,800 Rue de l'Avenir, Mirabel, Quebec  
 J7J1R4; telephone (450) 437-2862 or  
 (800) 363-8023; fax (450) 433-0272; or  
 at <http://www.bellcustomer.com/files/>.  
 You may review the referenced service  
 information at the FAA, Office of the  
 Regional Counsel, Southwest Region,  
 10101 Hillwood Pkwy., Room 6N-321,  
 Fort Worth, TX 76177.

**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-  
 0722; 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 Transport Canada AD, the regulatory  
 evaluation, any comments received, and  
 other information. The address for  
 Docket Operations 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:**

David Hatfield, Aviation Safety  
 Engineer, Safety Management Section,  
 Rotorcraft Standards Branch, FAA,  
 10101 Hillwood Pkwy., Fort Worth, TX  
 76177; telephone (817) 222-5110; email  
[david.hatfield@faa.gov](mailto:david.hatfield@faa.gov).

**SUPPLEMENTARY INFORMATION:****Discussion**

We issued a notice of proposed  
 rulemaking (NPRM) to amend 14 CFR  
 part 39 to remove AD 2015-22-02,  
 Amendment 39-18306 (80 FR 65618,  
 October 27, 2015) ("AD 2015-22-02")  
 and add a new AD. AD 2015-22-02  
 applied to Bell Model 429 helicopters  
 with a TR pitch link assembly part  
 number (P/N) 429-112-101 or 429-112-  
 103 installed.

The NPRM published in the **Federal  
 Register** on August 8, 2018 (83 FR  
 39004). The NPRM was prompted by a  
 new design bearing introduced by Bell.  
 The NPRM proposed to continue to  
 require the inspections of AD 2015-22-  
 02. The NPRM also proposed to require  
 replacing certain pitch link bearings. We  
 are issuing this AD to address a worn  
 pitch link. This condition, if not  
 corrected, could result in pitch link  
 failure and subsequent loss of control of  
 the helicopter.

Transport Canada, which is the  
 aviation authority for Canada, issued  
 Canadian AD No. CF-2015-16R2, dated  
 April 3, 2017 (Transport Canada AD No.  
 CF-2015-16R2), to correct an unsafe  
 condition for certain Bell Model 429  
 helicopters. Transport Canada advises  
 that Bell has reported that the TR pitch  
 link assembly can be rotated during the  
 50-hour inspections to extend the  
 serviceability life of the bearings.  
 Transport Canada AD No. CF-2015-  
 16R2 requires modified inspection  
 procedures for the spherical bearings  
 and requires replacing the TR pitch link  
 bearings (or the TR pitch link assembly)  
 with spherical bearings manufactured  
 after January 12, 2015. Transport  
 Canada AD No. CF-2015-16R2 also  
 requires re-identifying TR pitch link  
 assemblies with a different part number  
 after installing the new bearings.

**Comments**

We gave the public the opportunity to  
 participate in developing this final rule,  
 but we did not receive any comments on  
 the NPRM.

**FAA's Determination**

These helicopters have been approved  
 by the aviation authority of Canada and

are approved for operation in the United States. Pursuant to our bilateral agreement with Canada, Transport Canada, its technical representative, has notified us of the unsafe condition described in the Transport Canada AD. We are proposing this AD because we evaluated all information provided by Transport Canada and determined the unsafe condition exists and is likely to exist or develop on other helicopters of the same type design and that air safety and the public interest require adopting the AD requirements as proposed except for a minor editorial change. We have updated the estimated costs to reflect that this AD affects 90 helicopters of U.S. Registry rather than 85 helicopters. This change is consistent with the intent of the proposals in the NPRM and will not increase the economic burden on any operator nor increase the scope of this AD.

#### Related Service Information

We reviewed Bell Alert Service Bulletin No. 429-15-16, Revision B, dated June 15, 2016. This service information contains procedures for repetitively inspecting the TR pitch link assembly until it is upgraded by replacing the TR pitch link bearings.

#### Differences Between This AD and the Transport Canada AD

The Transport Canada AD requires the bearing inspection within 10 hours time-in-service (TIS) or before exceeding 60 hours TIS since new, whichever occurs later. This AD requires the bearing inspection within 50 hours TIS. The Transport Canada AD also requires replacing certain bearings within 200 hours TIS after the initial bearing inspection or within 250 hours TIS since new, whichever occurs first. This AD requires replacing the bearing within 200 hours of the initial inspection or at the next 50 hours TIS inspection if the hours TIS of a pitch link assembly exceed 250 hours TIS or are unknown.

#### Interim Action

We consider this AD to be an interim action. If final action is later identified, we might consider further rulemaking then.

#### Costs of Compliance

We estimate that this AD affects 90 helicopters of U.S. Registry. We estimate that operators may incur the following costs in order to comply with this AD.

At an average labor rate of \$85 per hour, inspecting the TR pitch link assemblies requires 2 work-hours for a cost of \$170 per helicopter and \$15,300 for the U.S. fleet per inspection cycle.

Replacing both spherical bearings in each TR pitch link assembly requires 3 work-hours, and required parts cost \$3,088, for a cost of \$3,343 per helicopter and \$300,870 for the U.S. fleet.

According to Bell's service information some of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected individuals. We do not control warranty coverage by Bell. Accordingly, we have included all costs in our cost estimate.

#### 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.

#### Regulatory Findings

We determined that 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 the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979);
3. Will not affect intrastate aviation in Alaska; and
4. Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

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

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

#### Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

- 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) 2015-22-02, Amendment 39-18306 (80 FR 65618, October 27, 2015), and adding the following new AD:

#### 2019-11-05 Bell Helicopter Textron

**Canada Limited:** Amendment 39-19651; Docket No. FAA-2018-0722; Product Identifier 2017-SW-104-AD.

#### (a) Applicability

This AD applies to Bell Helicopter Textron Canada Limited Model 429 helicopters, certificated in any category, with a pitch link assembly part number (P/N) 429-012-112-101, 429-012-112-103, 429-012-112-101FM, or 429-012-112-103FM installed.

#### (b) Unsafe Condition

This AD defines the unsafe condition as a worn pitch link. This condition, if not corrected, could result in pitch link failure and subsequent loss of control of the helicopter.

#### (c) Affected ADs

This AD replaces AD 2015-22-02, Amendment 39-18306 (80 FR 65618, October 27, 2015).

#### (d) Effective Date

This AD is effective July 12, 2019.

#### (e) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

#### (f) Required Actions

(1) Within 50 hours time-in-service (TIS) and thereafter at intervals not to exceed 50 hours TIS:

(i) Perform a dimensional inspection of each inboard and outboard pitch link assembly for axial and radial bearing play. With a 10X or higher power magnifying glass, inspect the bearing liner for a crack, deterioration of the liner, and extrusion of the liner from the plane. If there is axial or radial play that exceeds allowable limits, or if there is a crack, deterioration of the liner, or extrusion of the liner, before further flight, replace the bearing.

(ii) Inspect the pitch link assembly sealant for pin holes and voids and to determine if the sealant thickness is 0.025 inch (0.64 mm) or less, extends over the roll staked lip by 0.030 inch (0.76 mm) or more, and is clear of the bearing ball. If there is a pin hole or

void, or if the sealant exceeds 0.026 inch (0.66 mm), does not extend over the roll stacked lip by 0.030 inch (0.76 mm) or more, or is not clear of the bearing ball, before further flight, replace the bearing.

(2) For pitch link assembly part number (P/N) 429-012-112-101, 429-012-112-103, 429-012-112-101FM, and 429-012-112-103FM, within 200 hours TIS following the initial inspection required by paragraph (f)(1) of this AD, or if the hours TIS of a pitch link assembly exceed 250 hours TIS or are unknown, at the next 50-hour-TIS inspection required by paragraph (f)(1) of this AD:

(i) Replace each bearing P/N 429-312-107-103 with a date of manufacture before January 13, 2015, with a bearing P/N 429-312-107-103 that was manufactured on or after January 13, 2015.

(ii) Using a white permanent fine point marker or equivalent, re-identify the pitch link assembly:

(A) Re-identify P/N 429-012-112-101 and 429-012-112-101FM as 429-012-112-111FM.

(B) Re-identify P/N 429-012-112-103 and 429-012-112-103FM as 429-012-112-113FM.

(iii) Apply a coating of DEVCON 2-TON (C-298) or equivalent over the new P/N.

#### (g) Special Flight Permits

Special flight permits are prohibited.

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

(1) The Manager, Safety Management Section, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: David Hatfield, Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email [9-ASW-FTW-AMOC-Requests@faa.gov](mailto:9-ASW-FTW-AMOC-Requests@faa.gov).

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

#### (i) Additional Information

(1) Bell Alert Service Bulletin No. 429-15-16, Revision B, dated June 15, 2016, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4; telephone (450) 437-2862 or (800) 363-8023; fax (450) 433-0272; or at <http://www.bellcustomer.com/files/>. You may review a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

(2) The subject of this AD is addressed in Transport Canada AD No. CF-2015-16R2, dated April 3, 2017. You may view the Transport Canada AD on the internet at <http://www.regulations.gov> in Docket No. FAA-2018-0722.

#### (j) Subject

Joint Aircraft Service Component (JASC)  
Code: 6720 Tail Rotor Control System.

Issued in Fort Worth, Texas, on May 31, 2019.

#### Lance T. Gant,

Director, Compliance & Airworthiness  
Division, Aircraft Certification Service.

[FR Doc. 2019-11991 Filed 6-6-19; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA-2018-0794; Product Identifier 2017-NM-175-AD; Amendment 39-19625; AD 2019-08-04]**

**RIN 2120-AA64**

#### Airworthiness Directives; Bombardier, Inc., Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** We are superseding Airworthiness Directive (AD) 2012-25-02, which applied to certain Bombardier, Inc., Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes. AD 2012-25-02 required revising the airworthiness limitations section (AWL) of the instructions for continued airworthiness (ICA) of the maintenance requirements manual (MRM) by incorporating new procedures for repetitive inspections for cracking of the rear pressure bulkhead (RPB). AD 2012-25-02 also required revising the maintenance or inspection program to incorporate a revised task. This AD also mandates modification of the RPB and adds repetitive inspections for cracking of the RPB web, which terminates certain actions in this AD. This AD was prompted by additional in-service crack findings, which resulted in the development of a structural modification to the RPB. We are issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective July 12, 2019.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of July 12, 2019.

The Director of the Federal Register approved the incorporation by reference of a certain other publication listed in this AD as of January 16, 2013 (77 FR 73902, December 12, 2012).

**ADDRESSES:** For service information identified in this final rule, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; Widebody Customer Response Center North America toll-free telephone 1-866-538-1247 or direct-dial telephone 514-855-5000; fax 514-855-7401; email [ac.yul@aero.bombardier.com](mailto:ac.yul@aero.bombardier.com); internet <http://www.bombardier.com>. You may view this referenced 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-2018-0794.

#### 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-2018-0794; 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:** Aziz Ahmed, Aerospace Engineer, Airframe and Mechanical Systems Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7329; fax 516-794-5531.

#### SUPPLEMENTARY INFORMATION:

##### Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2012-25-02, Amendment 39-17283 (77 FR 73902, December 12, 2012) (“AD 2012-25-02”). AD 2012-25-02 applied to certain Bombardier, Inc., Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes. The NPRM published in the **Federal Register** on September 13, 2018 (83 FR 46428). The NPRM was prompted by additional in-service crack findings, which resulted in the development of a structural modification to the RPB. The NPRM proposed to continue to require revising the AWL of the ICA of the MRM by incorporating new procedures for repetitive inspections for cracking of the