(1) Is not a “significant regulatory action” under Executive Order 12866, and
(2) Will not affect intrastate aviation in Alaska.

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

§ 39.13 [Amended]

(a) Effective Date

This airworthiness directive (AD) is effective May 5, 2021.

(b) Affected ADs

This AD replaces AD 2021–02–19, Amendment 39–21402 (86 FR 10171, February 19, 2021); and

(b) Adding the following new AD:


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:

(a) Removing Airworthiness Directive (AD) 2021–02–19, Amendment 39–21402 (86 FR 10171, February 19, 2021); and

(b) Adding the following new AD:


§ 39.13 [Amended]

(a) Effective Date

This airworthiness directive (AD) is effective May 5, 2021.

(b) Affected ADs


(c) Applicability

This AD applies to all The Boeing Company Model 787–8, –9, and –10 airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 26, Fire protection.

(e) Unsafe Condition

This AD was prompted by reports of multiple incidents of torn decompression panels being found in the bilge area and the determination that additional airplanes are subject to the unsafe condition. The FAA is issuing this AD to address the possibility of leakage in the bilge area, which could, in the event of a cargo fire, result in insufficient Halon concentrations to adequately control the fire. This condition, if not addressed, could result in the loss of continued safe flight and landing of the airplane.

(f) Compliance

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

(g) Repetitive Inspections and Corrective Action

At the applicable times specified in paragraph (g)(1) or (2) of this AD: Do a general visual inspection for disengaged or damaged (torn) decompression panels of the bilge barriers located in the forward and aft cargo compartments. If any disengaged but undamaged panel is found: Before further flight, reinstall the panel. If any damaged panel is found: Before further flight, replace the panel with a new or serviceable panel. Reinstallations and replacements must be done in accordance with the operator’s maintenance or inspection program, as applicable.

(1) If a general visual inspection for disengaged or damaged (torn) decompression panels of the bilge barriers was done before the effective date of this AD: Do the next inspection within 4 calendar months after the most recent inspection. Repeat the inspection thereafter at intervals not to exceed 4 calendar months.

(2) If a general visual inspection for disengaged or damaged (torn) decompression panels of the bilge barriers was not done before the effective date of this AD: Do the initial inspection within 30 days after the effective date of this AD. Repeat the inspection thereafter at intervals not to exceed 4 calendar months.

(h) MEL Provisions

If any decompression panel inspected as required by this AD is disengaged or damaged, the airplane may be operated as specified in the operator’s existing FAA-approved minimum equipment list (MEL), provided provisions that address the disengaged or damaged decompression panels are included in the MEL.

(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 responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in Related Information. Information may be emailed to: 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 responsible Flight Standards 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 Company Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO Branch, FAA, 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 Brandon Lucero, Aerospace Engineer, Cabin Safety and Environmental Systems Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206–231–3569; email: Brandon.Lucero@faa.gov.

(k) Material Incorporated by Reference

None.

Issued on April 9, 2021.

Ross Landes,

Deputy Director for Regulatory Operations, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021–08225 Filed 4–16–21; 4:15 pm]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Textron Aviation Inc. Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 97–06–10 for certain Raytheon Aircraft Company (type certificate now held by Textron Aviation Inc. (Textron)) Model 76 airplanes. AD 97–06–10 required repetitively inspecting the main landing gear (MLG) “A” frame assemblies for cracks and replacing any cracked assembly. Since the FAA issued AD 97–06–10, the replacement parts have also experienced failure due to cracking. This AD requires magnetic particle inspections of the MLG “A” frame assemblies for cracks and replacement of the affected parts if necessary. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective May 25, 2021.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of May 25, 2021.

ADDRESSES: For the Beechcraft service information identified in this final rule, contact Textron Aviation Customer Service, P.O. Box 7706, Wichita, KS 67277; phone: (316) 517–5800; email: customercare@txtav.com; website: https://txtav.com. You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information

For more information about this AD, contact Brandon Lucero, Aerospace Engineer, Cabin Safety and Environmental Systems Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206–231–3569; email: Brandon.Lucero@faa.gov.
on the availability of this material at the FAA. call (816) 329–4148. It is also available at https://www.regulations.gov by searching for and locating Docket No. FAA–2020–0819.

Examining the AD Docket
You may examine the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA–2020–0819; 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, 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:
Brian Adamson, Aviation Safety Engineer, Wichita ACO Branch, FAA, 1801 Airport Road, Room 100, Wichita, KS 67209; phone: (316) 946–4193; fax: (316) 946–4107; email: brian.adamson@faa.gov or Wichita-COS@faa.gov.

SUPPLEMENTARY INFORMATION:

Background
The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 97–06–10, Amendment 39–9967 (62 FR 12949, March 19, 1997) [AD 97–06–10]. AD 97–06–10 applied to Textron Model 76 airplanes, serial numbers ME–1 through ME–437 that do not have both a part number (P/N) 105–810023–75 (left) and P/N 105–810023–76 (right) MLG “A” frame assembly installed. The NPRM published in the Federal Register on December 14, 2020 (85 FR 80693).

AD 97–06–10 required repetitive visual and dye penetrant inspections of the MLG “A” frame assemblies for cracks and replacement of any assembly found cracked. AD 97–06–10 did not apply to Model 76 airplanes with an improved design MLG “A” frame assembly (P/N 105–810023–75 and P/N 105–810023–76) installed on both the left and right MLG. The FAA issued AD 97–06–10 to prevent MLG failure because of a cracked “A” frame assembly, which could result in loss of control of the airplane during landing.

The NPRM was prompted by reports of P/N 105–810023–75 and P/N 105–810023–76 “A” frame assemblies failing due to fatigue cracking, resulting in damage to the propeller and outboard wing area. The FAA determined that the visual and dye penetrant inspections were not adequately detecting cracks in the MLG “A” frame assemblies, because some of the failed parts had been subjected to visual and dye penetrant inspections within 100 hours before the failure.

In the NPRM, the FAA proposed to require repetitive magnetic particle inspections, which provide quicker results (after testing setup) with improved accuracy. Also, the NPRM reflected that the type certificate for the Model 76 airplane had been transferred from Raytheon to Textron, and that Textron designed new replacement parts, P/Ns 105–810023–0083 (left) and 105–810023–0084 (right), that were not subject to the proposed repetitive magnetic particle inspections. However, the newly designed MLG assemblies are still subject to the repetitive inspections specified in the maintenance manual.

Discussion of Final Airworthiness Directive

Comments
The FAA received two comments from an anonymous commenter. The following presents the comments received on the NPRM and the FAA’s response to each comment.

Request Regarding New Part Numbers

One commenter stated that a Model 76 with the new A-frames had a main gear collapse on landing in August 2020. The commenter questioned whether the new A-frames are also subject to failure.

The FAA disagrees with this comment. The commenter did not provide any data to show that the Textron Model 76 accident airplane, whose landing gear failed during landing or taxi conditions, had the new A-frames installed. Neither the FAA nor Textron have any data indicating that P/Ns 105–810023–0083 and 105–810023–0084 A-frames were installed on the accident airplane. In addition, Textron has not received any reports of failed P/Ns 105–810023–0083 and 105–810023–0084 A-frames.

Request Regarding Estimated Cost

The commenter requested the FAA find an alternative solution that is more affordable for operators. The commenter stated that each magnetic particle inspection would be costly because the inspection involves frame removal. The commenter also included documentation showing that the cost of an A-frame from Textron is over $8,000 and, with labor costs of $2,200 for installation, owners will spend over $18,500 to replace the A-frames.

The FAA partially agrees with this comment. The FAA has updated the estimated costs to reflect the costs provided by the commenter to replace the parts. The FAA disagrees with the commenter’s estimate of labor costs to replace an A-frame, because the labor to install a replacement part is included with the labor costs for the inspection. The FAA has added language to the on-condition costs to clarify how the FAA estimated the cost to replace each part. The FAA also acknowledges that the general obligation of the operator to maintain its aircraft in an airworthy condition is vital, but sometimes expensive.

Conclusion
The FAA reviewed the relevant data, considered any comments received, and determined that air safety requires adopting the AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. This AD is adopted as proposed in the NPRM.

Related Service Information Under 1 CFR Part 51

The FAA reviewed Beechcraft Mandatory Service Bulletin SB 32–4156, dated May 3, 2019. This service information specifies procedures for a repetitive magnetic particle inspection for fatigue cracks adjacent to the gussets for the torque arm of each MLG “A” frame and destroying the assembly if cracks are found. The service information also specifies procedures for installing a replacement assembly or re-installing an assembly when no cracks are found. 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 ADDRESSES.

Costs of Compliance

The FAA estimates that this AD affects 437 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:
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.

The FAA is 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

The FAA has determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have federalism implications under Executive Order 12866. 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 12131. 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.

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

(3) 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.

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

§ 39.13 [Amended]

(a) Effective Date

This airworthiness directive (AD) is effective May 25, 2021.

(b) Affected ADs


(c) Applicability

This AD applies to Textron Aviation Inc.: Amendment 39–21500; Docket No. FAA–2020–0819; Project Identifier 2019–CE–027–AD.

List of Subjects

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

The Amendment

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(c) Applicability

This AD applies to Textron Aviation Inc.: Amendment 39–21500; Docket No. FAA–2020–0819; Project Identifier 2019–CE–027–AD.
DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model 737–900ER series airplanes. This AD was prompted by reports of significant corrosion of electrical connectors located in the main landing gear (MLG) wheel well. This AD requires repetitive records checks to determine exposure to certain deicing fluids or repetitive inspections for corrosion of the electrical connectors, and corrective actions if necessary. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective May 25, 2021.

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.

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this AD, under Textron Aviation Customer Service, P.O. Box 7706, Wichita, KS 67277; phone: (316) 517–5800; email: customerservice@txtav.com; website: https://txtav.com.

(2) You may view this service information on the internet at FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (816) 329–4148.

(3) For the Beechcraft service information identified in this AD, contact Textron Aviation Customer Service, P.O. Box 7706, Wichita, KS 67277; phone: (316) 517–5800; email: customerservice@txtav.com; website: https://txtav.com.

(4) You may view this service information on the internet at FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 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, email: fedreg_legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on March 30, 2021.

Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021–08000 Filed 4–19–21; 8:45 am]

BILLING CODE 4910–13–P