

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

[Docket No. FAA-2022-0876; Project Identifier AD-2021-00999-T]

RIN 2120-AA64

**Airworthiness Directives; The Boeing Company Airplanes**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 787-8, 787-9, and 787-10 airplanes. This proposed AD was prompted by a report that during regular pre-flight checks multiple door assist handles failed by pulling loose from their lower attachment point in the doorway support bracket. This proposed AD would require, depending on airplane configuration, doing an inspection of the forward and aft door assist handles for correct installation, installing a new retainer above the lower keyway of the support bracket assembly at certain locations, installing a placard on certain support bracket assemblies, reidentifying the support bracket assembly, and replacing the upper spring clip. The FAA is proposing this AD to address the unsafe condition on these products.

**DATES:** The FAA must receive comments on this proposed AD by November 7, 2022.

**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 <https://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:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this NPRM, 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>. You may view

this referenced service information at the FAA, Airworthiness Products Section, Operational Safety 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 at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2022-0876.

**Examining the AD Docket**

You may examine the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2022-0876; 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 NPRM, any comments received, and other information. The street address for Docket Operations is listed above.

**FOR FURTHER INFORMATION CONTACT:**

Brandon Lucero, Aerospace Engineer, Cabin Safety and Environmental Systems Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3569; email: [Brandon.Lucero@faa.gov](mailto:Brandon.Lucero@faa.gov).

**SUPPLEMENTARY INFORMATION:****Comments Invited**

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under **ADDRESSES**. Include "Docket No. FAA-2022-0876; Project Identifier AD-2021-00999-T" at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to <https://www.regulations.gov>, including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

**Confidential Business Information**

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated

as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as "PROPIN." The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to Brandon Lucero, Aerospace Engineer, Cabin Safety and Environmental Systems Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3569; email: [Brandon.Lucero@faa.gov](mailto:Brandon.Lucero@faa.gov). Any commentary that the FAA receives that is not specifically designated as CBI will be placed in the public docket for this rulemaking.

**Background**

The FAA has received a report indicating that during regular pre-flight checks multiple door assist handles failed by pulling loose from their lower attachment point in the doorway support bracket. Boeing determined that a lower maximum allowable door assist handle flex value, coupled with an out-of-tolerance door assist handle, contributed to this failure. Loose door assist handles create a safety issue during normal and emergency use of the door if the door assist handles detach from the door. This condition, if not addressed, could result in injury to passengers, crew, or maintenance personnel due to falling out of the airplane when opening the door, and could limit exit from the airplane during a time-limited emergency evacuation.

**FAA's Determination**

The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

**Related Service Information Under 14 CFR Part 51**

The FAA reviewed Boeing Requirements Bulletin B787-81205-SB250253-00 RB, Issue 001, dated June 18, 2021. This service information specifies procedures for, depending on airplane configuration, doing a detailed inspection of the forward and aft door assist handles for correct installation, installing a new retainer above the lower keyway of the support bracket assembly at the left- and right-side passenger entry doors 1, 2, 3, and 4 located at the forward and aft door assist handle, installing a placard on the forward and aft support bracket

assembly, and replacing the upper spring clip.

The FAA reviewed Boeing Requirements Bulletin B787-81205-SB250254-00 RB, Issue 001, dated February 22, 2021. This service information specifies procedures for installing a new retainer above the lower keyway of the support bracket assembly at the left- and right-side passenger entry doors 1, 2, 3, and 4 located at the forward and aft door assist handle, and reidentifying the support

bracket assembly with a new part number.

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.

**Proposed AD Requirements in This NPRM**

This proposed AD would require accomplishing the actions specified in the service information already described and except for any differences identified as exceptions in the

regulatory text of this proposed AD. For information on the procedures and compliance times, see this service information at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2022-0876.

**Costs of Compliance**

The FAA estimates that this AD, if adopted as proposed, would affect 123 airplanes of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

**ESTIMATED COSTS**

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Inspection and installation (for Model 787-8 and 787-9 airplanes).	20 work-hours × \$85 per hour = \$1,700.	\$160	\$1,860	\$212,040 (114 airplanes).
Installation and reidentification (for Model 787-10 airplanes).	28 work-hours × \$85 per hour = \$2,380.	160	2,540	\$22,860 (9 airplanes).

The FAA estimates the following costs to do any necessary replacement that would be required based on the

results of the proposed inspection. The agency has no way of determining the

number of aircraft that might need this replacement:

**ON-CONDITION COSTS**

Action	Labor cost	Parts cost	Cost per product
Replacement .....	1 work-hours × \$85 per hour = \$85 .....	\$160	\$245

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some of the costs of this proposed AD may be covered under warranty, thereby reducing the cost impact on affected operators.

**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 determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 this proposed regulation:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Would not affect intrastate aviation in Alaska, and
- (3) Would 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 Proposed Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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 adding the following new airworthiness directive:

**The Boeing Company:** Docket No. FAA-2022-0876; Project Identifier AD-2021-00999-T.

**(a) Comments Due Date**

The FAA must receive comments on this airworthiness directive (AD) by November 7, 2022.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to The Boeing Company Model 787-8, 787-9, and 787-10 airplanes,

certificated in any category, as identified in Boeing Requirements Bulletin B787–81205–SB250253–00 RB, Issue 001, dated June 18, 2021; and Boeing Requirements Bulletin B787–81205–SB250254–00 RB, Issue 001, dated February 22, 2021; as applicable.

**(d) Subject**

Air Transport Association (ATA) of America Code 52, Doors.

**(e) Unsafe Condition**

This AD was prompted by a report that during regular pre-flight checks multiple door assist handles failed by pulling loose from their lower attachment point in the doorway support bracket. The FAA is issuing this AD to address loose or detached door assist handles, which could result in injury to passengers, crew, or maintenance personnel due to falling out of the airplane when opening the door, and could limit exit from the airplane during a time-limited emergency evacuation.

**(f) Compliance**

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

**(g) Required Actions**

Except as specified by paragraph (h) of this AD: At the applicable times specified in the “Compliance” paragraph of Boeing Requirements Bulletin B787–81205–SB250253–00 RB, Issue 001, dated June 18, 2021; or Boeing Requirements Bulletin B787–81205–SB250254–00 RB, Issue 001, dated February 22, 2021; as applicable; do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Requirements Bulletin B787–81205–SB250253–00 RB, Issue 001, dated June 18, 2021; or Boeing Requirements Bulletin B787–81205–SB250254–00 RB, Issue 001, dated February 22, 2021; as applicable.

**Note 1 to paragraph (g):** Guidance for accomplishing the actions required by this AD can be found in Boeing Service Bulletin B787–81205–SB250253–00, Issue 001, dated June 18, 2021, which is referred to in Boeing Requirements Bulletin B787–81205–SB250253–00 RB, Issue 001, dated June 18, 2021.

**Note 2 to paragraph (g):** Guidance for accomplishing the actions required by this AD can be found in Boeing Service Bulletin B787–81205–SB250254–00, Issue 001, dated February 22, 2021, which is referred to in Boeing Requirements Bulletin B787–81205–SB250254–00 RB, Issue 001, dated February 22, 2021.

**(h) Exceptions to Service Information Specifications**

(1) Where the Compliance Time columns of the tables in the “Compliance” paragraph of Boeing Requirements Bulletin B787–81205–SB250253–00 RB, Issue 001, dated June 18, 2021, use the phrase “the Issue 001 date of Requirements Bulletin B787–81205–SB250253–00 RB,” this AD requires using “the effective date of this AD.”

(2) Where the Compliance Time column of the table in the “Compliance” paragraph of Boeing Requirements Bulletin B787–81205–SB250254–00 RB, Issue 001, dated February 22, 2021, use the phrase “the Issue 001 date of Requirements Bulletin B787–81205–SB250254–00 RB,” this AD requires using “the effective date of this AD.”

(3) Where the tables in the “Accomplishment Instructions” of Boeing Requirements Bulletin B787–81205–SB250253–00 RB, Issue 001, dated June 18, 2021, specify a certain Safran service bulletin (SB), replace the text “SAFRAN SB C355101–25–02,” with “SAFRAN Service Bulletin C355101–25–02, Revision 2, dated February 24, 2021.”

**(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 paragraph (j)(1) 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 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**

(1) 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: 206–231–3569; email: [Brandon.Lucero@faa.gov](mailto:Brandon.Lucero@faa.gov).

(2) For 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>. You may view this referenced service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

Issued on July 8, 2022.

**Christina Underwood,**

*Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2022–20442 Filed 9–21–22; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF JUSTICE**

**Drug Enforcement Administration**

**21 CFR Part 1310**

[Docket No. DEA–951]

**Designation of 4-Piperidone as a List I Chemical**

**AGENCY:** Drug Enforcement Administration, Department of Justice.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Drug Enforcement Administration is proposing the control of 4-piperidone, its acetals, its amides, its carbamates, its salts, and salts of its acetals, its amides, and its carbamates, whenever the existence of such is possible, as a list I chemical under the Controlled Substances Act. The Drug Enforcement Administration finds that 4-piperidone is used in the illicit manufacture of the controlled substance fentanyl, and is important to the manufacture of the controlled substance fentanyl because it cannot be replaced by other chemicals in its respective synthetic pathways which are used in the illicit manufacture of fentanyl. If finalized, this action would subject handlers of 4-piperidone to the chemical regulatory provisions of the Controlled Substances Act and its implementing regulations. This rulemaking does not establish a threshold for domestic and international transactions of 4-piperidone. As such, all transactions of chemical mixtures containing 4-piperidone will be regulated at any concentration and will be subject to control under the Controlled Substances Act.

**DATES:** Comments must be submitted electronically or postmarked on or before October 24, 2022. Commenters should be aware that the electronic Federal Docket Management System will not accept any comments after 11:59 p.m. Eastern Time on the last day of the comment period.

**ADDRESSES:** To ensure proper handling of comments, please reference “Docket No. DEA–951” on all electronic and written correspondence, including any attachments.