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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2017-0910; Product Identifier 2017-CE-027-AD; Amendment 39-19136; AD 2017-26-05]

RIN 2120-AA64

Airworthiness Directives; Gulfstream Aerospace Corporation Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain Gulfstream Aerospace Corporation Models G-1159A (GIII), G-IV, and GIV-X airplanes. This AD was prompted by a report that certain flap tracks were manufactured with the upper flange thickness less than design minimum. This AD requires replacing any defective flap track. We are issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective January 25, 2018.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of January 25, 2018.

ADDRESSES: For service information identified in this final rule, contact Gulfstream Aerospace Corporation, P.O. Box 2206, Savannah, Georgia 31404-2206; telephone: (800) 810-4853; fax: (912) 965-3520; email: pubs@gulfstream.com; internet: <http://www.gulfstream.com/product-support/technical-publications/pubs/index.htm>. You may view this service information at the 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. It is also available on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-0910.

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-2017-0910; or in person at the Docket Management Facility 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 Office (phone: 800-647-5527) is Document Management Facility, 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: Ron Wissing, Aerospace Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5552; fax: (404) 474-5606; email: ronald.wissing@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 certain Gulfstream Aerospace Corporation (Gulfstream) Models G-1159A (GIII), G-IV, and GIV-X airplanes. The NPRM published in the Federal Register on September 22, 2017 (82 FR 44359). The NPRM was prompted by a report from Gulfstream that, during maintenance while replacing flap tracks on one of the affected airplanes, it was discovered that certain flap tracks were manufactured with the upper flange thickness less than design minimum and do not meet design load margins. The NPRM proposed to require replacing any defective flap track. We are issuing this AD to correct the unsafe condition on these products.

Comments

We gave the public the opportunity to participate in developing this final rule. The following presents the comment received on the NPRM and the FAA's response to the comment.

Request To Change the Effective Date

Gulfstream requested that the effective date be set in-line with the service information incorporated by referenced in the proposed AD.

Gulfstream stated that the compliance time specified in Gulfstream III Customer Bulletin Number 187, Gulfstream G450 Customer Bulletin Number 195, and Gulfstream IV Customer Bulletin Number 240, all dated June 28, 2017, which are the incorporated by reference documents listed in the proposed AD, is 12 months from the release date of the service information.

Gulfstream stated that if the AD becomes effective before January 18, 2018, the compliance time will be less than that allowed in the service information.

We do not agree that the possibility of this AD becoming effective before January 18, 2018, will result in a reduced compliance time than that allowed in the related service information. We infer that the commenter thinks a reduced compliance time would cause an undue burden on the owners/operators of the affected airplanes. This AD will not be effective until 35 days after publication in the Federal Register; therefore, we do not believe there will be any significant difference in the allowable compliance time for operators. We have not changed this AD based on this comment.

Conclusion

We reviewed the relevant data, considered the comment received, and determined that air safety and the public interest require adopting this final rule as proposed except for minor editorial changes. We have determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

Related Service Information Under 1 CFR Part 51

We reviewed Gulfstream III Customer Bulletin Number 187, Gulfstream G450 Customer Bulletin Number 195, and Gulfstream IV Customer Bulletin Number 240, all dated June 28, 2017. The applicable model service information describes procedures for replacing any discrepant flap track C with an airworthy part. 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 the ADDRESSES section.

Costs of Compliance

We estimate that this AD affects 6 airplanes of U.S. registry.

We estimate the following costs to comply with this AD:

Estimated Costs

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Replace flap track C	99 work-hours × \$85 per hour = \$8,415 per flap track C	\$10,644 per flap track C	\$19,059 per flap track C. There may be a flap track C on the left-side and the right-side of the airplane, for a total of 2 per airplane	\$114,354 per flap track C.

According to the manufacturer, 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 for affected individuals. As a result, 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.

This AD is issued in accordance with authority delegated by the Executive Director, Aircraft Certification Service, as authorized by FAA Order 8000.51C. In accordance with that order, issuance of ADs is normally a function of the Compliance and Airworthiness Division, but during this transition period, the Executive Director has delegated the authority to issue ADs applicable to small airplanes and domestic business jet transport airplanes to the Director of the Policy and Innovation Division.

Regulatory Findings

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 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 adding the following new airworthiness directive (AD):



2017-26-05 Gulfstream Aerospace Corporation: Amendment 39-19136; Docket No. FAA-2017-0910; Product Identifier 2017-CE-027-AD.

(a) Effective Date

This AD is effective January 25, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Gulfstream Aerospace Corporation Model G-1159A (GIII), serial number (S/N) 460; Model G-IV, S/Ns 1129, 1151, 1167, 1175, 1214, and 1380; and Model GIV-X (G450), S/Ns 4118 and 4227 airplanes.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 57, Wings.

(e) Unsafe Condition

This AD was prompted by a report that certain flap tracks were manufactured with the upper flange thickness less than design minimum. We are issuing this AD to prevent deformation or failure of a flap track that could cause flap actuator failure, “B track” roller overload, flap twisting/failure, or asymmetrical flap track failure. This failure could result in an unrecoverable roll.

(f) Compliance

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

(g) Replace Flap Track C

Within the next 6 months after January 25, 2018 (the effective date of this AD), replace the flap track C on the left side, part number (P/N) 1159WM20052-105, and/or the flap track C on the right side, P/N 1159WM20052-106, with an airworthy part. Accomplish the replacements following Gulfstream III Customer Bulletin Number 187, Gulfstream G450 Customer Bulletin Number 195, or Gulfstream IV Customer Bulletin Number 240, all dated June 28, 2017, as applicable.

(h) Reporting Requirement

Although Gulfstream III Customer Bulletin Number 187, Gulfstream G450 Customer Bulletin Number 195, and Gulfstream IV Customer Bulletin Number 240, all dated June 28, 2017, specify to submit certain information to the manufacturer, this AD does not require that action.

(i) Special Flight Permit

Special flight permits under 14 CFR 39.23 are allowed with the following limitation: Do not extend 39 degrees (FULL) flaps until airspeed is at or below 170 knots.

(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 ACO Branch, 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 paragraph (g) 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 this 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 Ron Wissing, Aerospace Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5552; fax: (404) 474-5606; email: ronald.wissing@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 this AD specifies otherwise.

(i) Gulfstream III Customer Bulletin Number 187, dated June 28, 2017.

(ii) Gulfstream G450 Customer Bulletin Number 195, dated June 28, 2017.

(iii) Gulfstream IV Customer Bulletin Number 240, dated June 28, 2017.

(3) For 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; internet: www.gulfstream.com/product-support/technical-publications/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 December 13, 2017.

Pat Mullen,
Acting Deputy Director, Policy & Innovation Division,
Aircraft Certification Service.