plate, which could cause the vertical stabilizer nose plate to fail and result in loss of control of the sailplane.

(f) Actions and Compliance

Unless already done, do the following actions:

(1) Within 3 months after July 9, 2012 (the effective date of this AD):

(i) Inspect, from the top, the front and rear side of the nose plate, part number (P/N) 109–2160.01, in the vertical stabilizer for corrosion and flaking following Part A of the Accomplishment Instructions in Grob Aircraft Service Bulletin No. MSB817–58, dated November 24, 2011. Repetitively thereafter inspect at intervals not to exceed 12 months.

(ii) Install an access panel on the left side of the vertical stabilizer following Grob Aircraft Repair Instruction Doc. No. RI 817–010/1, issue date December 20, 2011, as specified in Grob Aircraft Service Bulletin No. MSB 817–060, dated November 24, 2011.

(iii) Through the access panel installed as required in paragraph (f)(1)(ii) of this AD, inspect, from below, the nose plate, P/N 109–2160.01, for corrosion and flaking following Part B of the Accomplishment Instructions in Grob Aircraft Service Bulletin No. MSB817–58, dated November 24, 2011. Repetitively thereafter inspect at intervals not to exceed 12 months.

(2) If any corrosion or flaking is found on the nose plate, P/N 109–2160.01, during any inspection required in paragraphs (f)(1)(i) or (f)(1)(iii) of this AD, replace P/N 109–2160.01 with a serviceable part. Do the replacement following Grob Aircraft Repair Instruction Doc. No. RI 817–009, issue date November 17, 2011, as specified in Grob Aircraft Service Bulletin No. MSB817–58, dated November 24, 2011. After replacement, continue with the repetitive inspections required in paragraphs (f)(1)(i) and (f)(1)(iii) of this AD.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4165; fax: (816) 329–4090; email: *jim.rutherford@faa.gov.* Before using any approved AMOC on any sailplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) *Reporting Requirements:* For any reporting requirement in this AD, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120–0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES–200.

(h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2012–0027, dated February 14, 2012; Grob Aircraft Service Bulletin No. MSB817–58 and Grob Aircraft Service Bulletin No. MSB 817–060, both dated November 24, 2011; Grob Aircraft Repair Instruction Doc. No. RI 817–009, issue date November 17, 2011; and Grob Aircraft Repair Instruction Doc. No. RI 817–010/1, issue date December 20, 2011, for related information.

(i) Material Incorporated by Reference

(1)You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information on July 9, 2012:

(i) Grob Aircraft Service Bulletin No. MSB817–58, dated November 24, 2011;

(ii) Grob Aircraft Service Bulletin No. MSB 817–060, dated November 24, 2011;

(iii) Grob Aircraft Repair Instruction Doc. No. RI 817–009, issue date November 17, 2011; and

(iv) Grob Aircraft Repair Instruction Doc. No. RI 817–010/1, issue date December 20, 2011.

(2) For service information identified in this AD, contact Grob Aircraft AG, Lettenbachstrasse 9, D–86874 Tussenhausen-Mattsies, Germany; telephone: +49 (0) 8268 998139; fax: +49 (0) 8268 998200; email: *productsupport@grob-aircraft.com;* Internet *http://www.grob-aircraft.eu/.*

(3) You may review copies of the service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329–4148.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call 202–741–6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.*

Issued in Kansas City, Missouri, on May 16, 2012.

Earl Lawrence,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2012–12409 Filed 6–1–12; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2011–1320; Directorate Identifier 2011–NM–208–AD; Amendment 39–17066; AD 2012–11–03]

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 777 airplanes. This AD was prompted by four reports of retaining cross bolt hardware not fully engaged into the fuse pins of the forward trunnion lower housing of the main landing gear (MLG), which could result in an incorrect MLG emergency landing break-away sequence. This AD requires a detailed inspection of the fuse pin cross bolts and fuse pins of the left and right MLG forward trunnion lower housing to verify that the cross bolts are correctly installed and that there are no missing fuse pins, and replacement of the fuse pins if necessary. We are issuing this AD to prevent an incorrect emergency landing MLG break-away sequence, which could result in puncturing of the wing box and consequent fuel leaks and an airplane fire. Failure of the fuse pins could also result in a possible landing gear collapse causing a runway excursion during take-off or landing.

DATES: This AD is effective July 9, 2012.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of July 9, 2012.

ADDRESSES: For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H–65, Seattle, Washington 98124–2207; phone: 206–544–5000, extension 1; fax: 206–766–5680; email: *me.boecom@boeing.com;* Internet: *https://www.myboeingfleet.com.* You may review copies of the referenced service information at the FAA,

Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington. For information on the availability of this material at the FAA, call 425–227–1221.

Examining the AD Docket

You may examine the AD docket on the Internet at *http://www.regulations.gov;* 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 AD, 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: James Sutherland, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, Washington 98057–3356; phone: 425–917–6533; fax: 425–917–6590; email: *James.Sutherland@faa.gov.*

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM published in the **Federal Register** on December 15, 2011 (76 FR 77937). That NPRM proposed to require a detailed inspection of the fuse pin cross bolts and fuse pins of the forward trunnion lower housing of the left and right MLG to verify that the cross bolts are correctly installed and that there are no missing fuse pins, and replacing all fuse pins in the MLG forward trunnion upper and lower housing with new fuse pins if necessary.

Comments

We gave the public the opportunity to participate in developing this AD. The following presents the comments received on the proposal (76 FR 77937, December 15, 2011) and the FAA's response to each comment.

Support for the NPRM (76 FR 77937, December 15, 2011)

United Airlines stated it concurs with the proposed rule (76 FR 77937, December 15, 2011) to inspect for the correct installation of the cross bolts and the fuse pins to ensure a high level of safety for the 777 fleet.

Thomas Hayden Barnes stated that he supports efforts to ensure airline safety and the proposed rule (76 FR 77937, December 15, 2011).

Request To Clarify Fuse Pin Replacement

American Airlines (American) and FedEx requested clarification as to whether the NPRM (76 FR 77937, December 15, 2011) requires changing all fuse pins on both left and right MLG even if the discrepant condition is only found on one side of the airplane MLG.

We agree to clarify the fuse pin replacement by changing paragraph (g) of the final rule to read, in part: ''If any cross bolt of the MLG forward trunnion lower housing is not installed correctly, or if any fuse pin of the MLG forward trunnion lower housing is missing: Before further flight, replace all fuse pins in the MLG forward trunnion upper and lower housing on the side, or sides of the airplane, where the missing or incorrectly installed fuse pin/pins were discovered * * *.''

Request To Use Maintenance Pits and Clarify Procedure

American requested that the NPRM (76 FR 77937, December 15, 2011) permit the use of maintenance pits in lieu of jacking the airplane, as specified in Boeing Alert Service Bulletin 777–57A0090, dated August 24, 2011. American stated that it is acceptable to stabilize the airplane on jacks and lower maintenance pits until the wheels do not touch the surface, and accomplishes the same effect of unloading the airplane weight from the trunnion for the purposes of changing the fuse pins.

American also noted that the phrase ''until the wheels are just off the ground'' in Part 2 of the Accomplishment Instructions of Boeing Alert Service Bulletin 777–57A0090, dated August 24, 2011, might be construed to be a dimension without tolerance.

We agree that the use of lowered maintenance pits to unload the MLG does have the same effect as lifting. We also agree that the meaning of the phrase ''just off the ground'' is a dimension without tolerance. We have changed paragraph (g) of the final rule to specify that step 1 in Part 2 of paragraph 3.B. of the Accomplishment Instructions of Boeing Alert Service Bulletin 777–57A0090, dated August 24, 2011, is not considered regulatory for the purposes of this AD.

Request To Change Applicability

Boeing and FedEx requested that the applicability of the NPRM (76 FR 77937, December 15, 2011) list only the airplanes specified in Boeing Alert Service Bulletin 777–57A0090, dated August 24, 2011. Boeing stated that airplanes not listed in this service information have been inspected during production to ensure they do not have the unsafe condition. FedEx stated that it currently flies 6 aircraft that are not listed in the NPRM, and is adding new aircraft to its fleet, none of which will be listed in the NPRM.

We agree. The intent of the AD is to ensure that inspections are done on airplanes on which Boeing was unable to confirm that the cross bolts are installed correctly and on which there are no missing fuse pins. We have changed paragraph (c) of the final rule to apply to the airplanes identified in Boeing Alert Service Bulletin 777–57A0090, dated August 24, 2011.

Additional Change Made to This Final Rule

We have removed Note 1 that followed paragraph (g) in the NPRM (76 FR 77937, December 15, 2011) from the final rule. That information is contained in Note 7 of the Accomplishment Instructions of Boeing Alert Service Bulletin 777–57A0090, dated August 24, 2011, and does not need to be included in the AD.

Conclusion

We reviewed the relevant data, considered the comments received, and determined that air safety and the public interest require adopting the AD with the changes described previously and minor editorial changes. We have determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM (76 FR 77937, December 15, 2011) for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM (76 FR 77937, December 15, 2011).

We also determined that these changes will not increase the economic burden on any operator or increase the scope of the AD.

Costs of Compliance

We estimate that this AD affects 166 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
Detailed Inspection	3 work-hours × $85 per hour = $255	$0	$255	$42,330

We estimate the following costs to do any necessary replacements that would be required based on the results of the inspection. We have no way of determining the number of aircraft that might need these replacements.

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Replace fuse pins	44 work-hours × $85 per hour = $3,740.	Between $15,216 and $52,620	Between $18,956 and $56,360.

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.

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):

2012–11–03 The Boeing Company: Amendment 39–17066; Docket No. FAA–2011–1320; Directorate Identifier 2011–NM–208–AD.

(a) Effective Date

This AD is effective July 9, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 777–200, –200LR, –300, –300ER, and 777F series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 777–57A0090, dated August 24, 2011.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by four reports of retaining cross bolt hardware not fully engaged into the fuse pins of the forward trunnion lower housing of the main landing gear (MLG), which could result in an incorrect MLG emergency landing break-away sequence. We are issuing this AD to prevent an incorrect emergency landing MLG break-away sequence, which could result in puncturing of the wing box and consequent fuel leaks and an airplane fire. Failure of the fuse pins could also result in a possible landing gear collapse causing a runway excursion during take-off or landing.

(f) Compliance

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

(g) Detailed Inspection and Replacement

Within 1,125 days after the effective date of this AD, perform a detailed inspection of the fuse pin cross bolts and fuse pins of the left and right MLG forward trunnion lower housing to verify that the cross bolts are installed correctly and that there are no missing fuse pins, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777–57A0090, dated August 24, 2011. If any cross bolt of the MLG forward trunnion lower housing is not installed correctly, or if any fuse pin of the MLG forward trunnion lower housing is missing: Before further flight, replace all fuse pins in the MLG forward trunnion upper and lower housing on the side, or sides, of the airplane where the missing or incorrectly installed fuse pin/pins were discovered, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777–57A0090, dated August 24, 2011, except step 1 in Part 2 of paragraph 3.B of the Accomplishment Instructions of Boeing Alert Service Bulletin 777–57A0090, dated August 24, 2011, is not considered regulatory for the purposes of this AD.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle Aircraft Certification Office (ACO), 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, send it to the attention of the person identified in the Related Information section of this AD. 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 local flight standards district office/certificate holding district office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD if it is approved by the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(i) Related Information

For more information about this AD, contact James Sutherland, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, Washington 98057–3356; phone: 425–917–6533; fax: 425–917–6590; email: *James.Sutherland@faa.gov*.

(j) Material Incorporated by Reference

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) of the following service information under 5 U.S.C. 552(a) and 1 CFR part 51:

(i) Boeing Alert Service Bulletin 777–57A0090, dated August 24, 2011.

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H–65, Seattle, Washington 98124–2207; phone: 206–544–5000, extension 1; fax: 206–766–5680; email: *me.boecom@boeing.com;* Internet: *https://www.myboeingfleet.com*.

(3) You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington. For information on the availability of this material at the FAA, call 425–227–1221.

(4) You may also review copies of the 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 Renton, Washington, on May 18, 2012.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2012–12910 Filed 6–1–12; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2012–0109; Directorate Identifier 2010–NM–244–AD; Amendment 39–17067; AD 2012–11–04]

RIN 2120–AA64

Airworthiness Directives; Bombardier Inc. Airplanes

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

ACTION: Final rule.

SUMMARY: We are superseding an existing airworthiness directive (AD) for certain Bombardier Inc. Model CL–215–1A10 and CL–215–6B11 (CL–215T Variant) airplanes. That AD currently requires repetitive inspections to detect cracking of the lower cap of the wing front and rear spars at wing station (WS) 51.00, and the wing lower skin. Additional actions, if cracking is found, include reworking the lower cap of the front or rear spar, inspecting for cracking, and repairing any cracking. The existing AD also requires reporting inspection results. This new AD requires extending the inspection area of the rear spar lower cap from WS 51.00 to WS 49.50 and modifying the ultrasonic inspection calibration procedure. This AD was prompted by reports of cracking found outside the inspection area. We are issuing this AD to detect and correct cracking of the lower caps of the wing front and rear spars, and lower wing skin, which could result in reduced structural integrity of the airplane.

DATES: This AD becomes effective July 9, 2012.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of July 9, 2012.

The Director of the Federal Register approved the incorporation by reference of certain other publications listed in this AD as of October 6, 2005 (70 FR 52009, September 1, 2005).

The Director of the Federal Register approved the incorporation by reference of certain other publications listed in this AD as of March 4, 1998 (63 FR 7640, February 17, 1998).

ADDRESSES: You may examine the AD docket on the Internet at *http://www.regulations.gov* or in person at the U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC.

FOR FURTHER INFORMATION CONTACT: George Duckett, Aerospace Engineer, Airframe and Mechanical Systems Branch, ANE–171, FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, Westbury, New York 11590; telephone (516) 228–7325; fax (516) 794–5531.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the **Federal Register** on February 9, 2012 (77 FR 6688), and proposed to supersede AD 2005–18–05, Amendment 39–14245 (70 FR 52009, September 1, 2005). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

> Cracks have been found in the rear spar of the left wing at Wing Station (WS) 51.00 on several aircraft in service. On some aircraft, the cracks propagated through the lower spar cap and fail-safe straps into the spar web and the lower wing skin. The cracks are not visible from outside the aircraft.
>
> Revision 2 of this [Transport Canada Civil Aviation] AD is issued as a result of cracks found outside the inspection area specified in Revision 1. This revision extends the inspection area of the rear spar lower cap from WS 51.00 to WS 49.50 and to modify the ultrasonic inspection calibration procedure.

Cracking of the lower caps of the wing front and rear spars, and lower wing skin, could result in reduced structural integrity of the airplane. You may obtain further information by examining the MCAI in the AD docket.

AD 2005–18–05, Amendment 39–14245 (70 FR 52009, September 1, 2005), specifies Model CL–215–6B11 (CL–415 Variant) airplanes in the applicability, but also specifies serial numbers 1001 though 1125. The serial numbers for Model CL–215–6B11 (CL–415 Variant) airplanes start at 2001. We have determined that Model CL–215–6B11 (CL–415 Variant) airplanes are not subject to the identified unsafe condition. Therefore, we have removed Model CL–215–6B11 (CL–415 Variant) airplanes from the applicability of this AD.