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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 23

[Docket No. CE287; Special Conditions No. 23-227-SC]

Special Conditions: Honda Aircraft Company Model HA-420 Hondajet, Fire Extinguishing; Withdrawal

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions; withdrawal.

SUMMARY: The FAA is withdrawing a previously published notice granting special conditions for the Honda Aircraft Company model HA-420 jet airplane. We are withdrawing Special Condition No. 23-227-SC through mutual agreement with Honda Aircraft Company.

DATES: This special condition published on September 23, 2008 (73 FR 54675) is withdrawn, effective April 27, 2015.

FOR FURTHER INFORMATION CONTACT: Jeff Pretz, Federal Aviation Administration, Small Airplane Directorate, Aircraft Certification Service, 901 Locust, Room 301, Kansas City, MO 64106; telephone (816) 329-3239; facsimile (816) 329-4090, email jeff.pretz@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

On September 23, 2008, the FAA published Special Condition No. 23-227-SC for the Honda Aircraft Company new model HA-420. The HA-420 is a four to five passenger (depending on configuration), two crew, lightweight business jet with a 43,000-foot service ceiling and a maximum takeoff weight of 9,963 pounds. The airplane is powered by two GE-Honda Aero Engines (GHAE) HF-120 turbofan engines mounted above the wings towards the aft of the airplane.

On October 11, 2006, Honda Aircraft Company applied for a type certificate for their new Model HA-420 aircraft. On October 10, 2013, Honda Aircraft Company requested an extension with an effective application date of October 1, 2013. This extension changed the type certification basis to amendment 23-62.

Reason for Withdrawal

The FAA is withdrawing Special Condition No. 23-227-SC because Honda Aircraft Company elected to revise the model HA-420 certification basis to amendment 23-62. This amendment contains adequate and appropriate standards for engine fire extinguishing systems.

The authority citation for this Special Condition withdrawal is 49 U.S.C. 106(g), 40113 and 44701; 14 CFR 21.16 and 21.17; and 14 CFR 11.38 and 11.19.

Conclusion

Withdrawal of this special condition does not preclude the FAA from issuing another notice on the subject matter in the future or committing the agency to any future course of action.

Issued in Kansas City, Missouri on April 20, 2015.

Earl Lawrence,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2015-09742 Filed 4-24-15; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 23

[Docket No. CE277; Special Conditions No. 23-217-SC]

Special Conditions: Honda Aircraft Company Model HA-420 Hondajet, Protection of Systems for High Intensity Radiated Fields (HIRF); Withdrawal

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions; withdrawal.

SUMMARY: The FAA is withdrawing a previously published notice granting special conditions for the Honda Aircraft Company model HA-420 jet airplane. We are withdrawing Special

Condition No. 23-217-SC through mutual agreement with Honda Aircraft Company.

DATES: This special condition published on December 10, 2007 (72 FR 69572) is withdrawn, effective April 27, 2015.

FOR FURTHER INFORMATION CONTACT:

James Brady, Federal Aviation Administration, Small Airplane Directorate, Aircraft Certification Service, 901 Locust, Room 301, Kansas City, MO 64106; telephone (816) 329-4132; facsimile (816) 329-4090, email james.brady@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

On December 10, 2007, the FAA published Special Condition No. 23-217-SC for the Honda Aircraft Company new model HA-420. The HA-420 is a four to five passenger (depending on configuration), two crew, lightweight business jet with a 43,000-foot service ceiling and a maximum takeoff weight of 9963 pounds. The airplane is powered by two GE-Honda Aero Engines (GHAE) HF-120 turbofan engines mounted above the wings towards the aft of the airplane.

On October 11, 2006, Honda Aircraft Company applied for a type certificate for their new Model HA-420 aircraft. On October 10, 2013, Honda Aircraft Company requested an extension with an effective application date of October 1, 2013. This extension changed the type certification basis to amendment 23-62.

Reason for Withdrawal

The FAA is withdrawing Special Condition No. 23-217-SC because Honda Aircraft Company elected to revise the model HA-420 certification basis to amendment 23-62. This amendment contains adequate and appropriate standards for HIRF.

The authority citation for this Special Condition withdrawal is 49 U.S.C. 106(g), 40113 and 44701; 14 CFR 21.16 and 21.17; and 14 CFR 11.38 and 11.19.

Conclusion

Withdrawal of this special condition does not preclude the FAA from issuing another notice on the subject matter in the future or committing the agency to any future course of action.

Issued in Kansas City, Missouri on April 20, 2015.

Earl Lawrence,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2015-09743 Filed 4-24-15; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2014-0655; Directorate Identifier 2013-NM-070-AD; Amendment 39-18142; AD 2015-08-06]

RIN 2120-AA64

Airworthiness Directives; Airbus Airplanes

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

ACTION: Final rule.

SUMMARY: We are superseding Airworthiness Directive (AD) 2007-14-05 for all Airbus Model A310 and Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes). AD 2007-14-05 required revising the Airworthiness Limitations section of the Instructions for Continued Airworthiness by incorporating certain certification maintenance requirements. This new AD requires revising the maintenance or inspection program to incorporate more restrictive maintenance requirements and airworthiness limitations. This AD was prompted by a determination that more restrictive maintenance requirements and airworthiness limitations are necessary. We are issuing this AD to prevent safety-significant latent failures that would, in combination with one or more other specific failures or events, result in a hazardous or catastrophic failure condition of avionics, hydraulic systems, fire detection systems, fuel systems, or other critical systems.

DATES: This AD becomes effective June 1, 2015.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of June 1, 2015.

The Director of the Federal Register approved the incorporation by reference of certain other publications listed in this AD as of August 22, 2007 (72 FR 39307, July 18, 2007).

ADDRESSES: You may examine the AD docket on the Internet at [http://](http://www.regulations.gov/)

www.regulations.gov/ #!docketDetail;D=FAA-2014-0655; or in person at the Docket 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.

For service information identified in this AD, contact Airbus SAS—EAW (Airworthiness Office), 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; Internet <http://www.airbus.com>. You may view this referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221. It is also available on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-0655.

FOR FURTHER INFORMATION CONTACT: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-2125; fax 425-227-1149.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2007-14-05, Amendment 39-15127 (72 FR 39307, July 18, 2007). AD 2007-14-05 applied to all Airbus Model A310 and A300-600 series airplanes. The NPRM published in the **Federal Register** on October 1, 2014 (79 FR 59154).

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA Airworthiness Directive 2013-0072, dated March 20, 2013, corrected January 15, 2015, (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition for all Airbus Model A310 and Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes). The MCAI states:

The airworthiness limitations for Airbus aeroplanes are currently published in Airworthiness Limitations Section (ALS) documents.

The airworthiness limitations applicable to the A300-600 and A300-600ST Certification Maintenance Requirements (CMR) were previously specified in the Airbus A300-600 CMR document referenced AUST5/829/85.

DGAC [Direction Générale de l'Aviation Civile] France issued AD F2005-123 http://ad.easa.europa.eu/blob/easa_ad_F_2005_123.pdf/AD F-2005-123 (EASA approval 2005-6070) [which corresponds to FAA AD 2007-14-05, Amendment 39-15127 (72 FR 39307, July 18, 2007)] to require compliance to the requirements as specified in this document.

Since that AD was issued, the CMR tasks are now specified in Airbus A300-600 and Airbus A310 ALS Part 3 documents, which are approved by the European Aviation Safety Agency (EASA). These documents introduce more restrictive maintenance requirements and/or airworthiness limitations. Failure to comply with the maintenance requirements contained in these documents could result in an unsafe condition.

For the reasons described above, this new [EASA] AD retains the requirements of DGAC France AD F-2005-123, which is superseded, and requires the implementation of the new or more restrictive maintenance requirements as specified in Airbus A310 ALS Part 3 Revision 00 and A300-600 ALS Part 3 Revision 00, as applicable to the aeroplane type/model.

This [EASA] AD is republished to correct typographical errors of the MRBR tasks numbers in Table 1 of the [EASA] AD.

You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/> #!documentDetail;D=FAA-2014-0655-0002.

Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM (79 FR 59154, October 1, 2014) or on the determination of the cost to the public.

Conclusion

We reviewed the relevant data and determined that air safety and the public interest require adopting this AD as proposed, with minor editorial changes. We have determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM (79 FR 59154, October 1, 2014) for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM (79 FR 59154, October 1, 2014).

Related Service Information Under 14 CFR Part 51

Airbus has issued A310 Airworthiness Limitations Section (ALS) Part 3, Certification Maintenance Requirements (CMR), dated November 30, 2012. Airbus has also issued A300-600 ALS Part 3, Certification Maintenance Requirements (CMR), dated April 18, 2012. This service information describes mandatory