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DEPARTMENT OF AGRICULTURE

Office of the Secretary

7 CFR Part 2

RIN 0503-AA63

Delegations of Authority; Correction

AGENCY: Office of the Secretary, USDA.

ACTION: Final rule; correction.

SUMMARY: The U.S. Department of Agriculture (USDA) is correcting a final rule that appeared in the **Federal Register** on July 26, 2022. The document amended the delegations of authority of the Secretary of Agriculture and other general officers of the Department. This document corrects an error in the amendatory instructions for one of the delegations in the final rule.

DATES: Effective September 7, 2022.

FOR FURTHER INFORMATION CONTACT: Melissa McClellan, Office of the General Counsel, (202) 720-5565, melissa.mcclellan@usda.gov.

SUPPLEMENTARY INFORMATION: In FR Doc. 2022-15742 appearing on page 44265 in the **Federal Register** of Tuesday, July 26, 2022, the following correction is made:

§ 2.16 [Corrected]

■ 1. On page 44267, in the first column, in amendment 8, the instruction “Amend § 2.16 by revising paragraphs (a)(1)(xxviii)(B) and (a)(12) to read as follows:” is corrected to read “Amend § 2.16 by revising paragraph (a)(1)(xxviii)(B) and adding paragraph (a)(12) to read as follows:”.

Janie S. Hipp,

General Counsel.

[FR Doc. 2022-19238 Filed 9-6-22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2022-0148; Project Identifier AD-2021-00922-T; Amendment 39-22110; AD 2022-14-05]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2015-12-03, which applied to certain The Boeing Company Model 777-200, -200LR, -300, and -300ER series airplanes. AD 2015-12-03 required repetitive freeplay inspections and lubrication of the right and left elevators, rudder, and rudder tab, and related investigative and corrective actions if necessary. This AD was prompted by engineering testing which revealed that the force being applied to the elevator to detect excessive freeplay was insufficient. This AD continues to require certain actions in AD 2015-12-03 for certain airplanes, and requires revising the existing maintenance or inspection program, as applicable, for certain other airplanes, to incorporate a revised or new elevator freeplay maintenance procedure, as applicable. This AD also adds airplanes to the applicability. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective October 12, 2022.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of October 12, 2022.

The Director of the Federal Register approved the incorporation by reference of a certain other publication listed in this AD as of July 21, 2015 (80 FR 34252, June 16, 2015).

ADDRESSES: For service information identified in this final rule, 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 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-2022-0148.

Examining the AD Docket

You may examine the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2022-0148; 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: Luis Cortez-Muniz, Aerospace Engineer, Airframe Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: (206) 231-3958; email: Luis.A.Cortez-Muniz@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2015-12-03, Amendment 39-18176 (80 FR 34252, June 16, 2015) (AD 2015-12-03). AD 2015-12-03 applied to certain The Boeing Company Model 777-200, -200LR, -300, and -300ER series airplanes. The NPRM published in the **Federal Register** on March 24, 2022 (87 FR 16654). The NPRM was prompted by the manufacturer's determination that the procedure for the rudder freeplay inspection available at the time did not properly detect excessive freeplay in the rudder control load loop. The NPRM was also prompted by engineering testing which revealed that the force being applied to the elevator to detect excessive freeplay was insufficient. In the NPRM, the FAA proposed to continue to require certain actions in AD 2015-12-03 for certain airplanes, and to require revising the existing maintenance or inspection program, as applicable, for certain other airplanes, to incorporate a revised or new elevator