

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Parts 27 and 29**

[Docket No. FAA-2009-0660; Amdt. Nos. 27-47, 29-54]

RIN 2120-AJ52

Damage Tolerance and Fatigue Evaluation of Composite Rotorcraft Structures; OMB Approval of Information Collection

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; OMB approval of information collection.

SUMMARY: This document notifies the public of the Office of Management and Budget's (OMB's) approval of the information collection requirement contained in the FAA's final rule, "Damage Tolerance and Fatigue Evaluation of Composite Rotorcraft Structures," which was published on December 1, 2011.

DATES: The rule published on December 1, 2011, and became effective on January 30, 2012. However, at the time of publication, the new information collection requirements imposed by 14 CFR 27.573 and 29.573 lacked OMB approval. This document announces receipt of OMB's June 28, 2012 approval.

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this action, contact Sharon Y. Miles, Regulations and Policy Group, Rotorcraft Directorate, ASW-111, Federal Aviation Administration, 2601 Meacham Boulevard, Fort Worth, Texas 76137-0111; telephone (817) 222-5122; facsimile (817) 222-5961; email sharon.y.miles@faa.gov. For legal questions concerning this action, contact Theresa D. Dunn, Directorate Counsel, ASW-7G8, Federal Aviation Administration, 2601 Meacham Boulevard, Fort Worth, Texas 76137-0007, telephone (817) 222-5099; facsimile (817) 222-5945, email: theresa.dunn@faa.gov.

SUPPLEMENTARY INFORMATION: The final rule, "Damage Tolerance and Fatigue Evaluation of Composite Rotorcraft Structures," published in the **Federal Register** (76 FR 74655) on December 1, 2011. In that rule, the FAA amended its regulations to require evaluation of fatigue and residual static strength of composite rotorcraft structures using a damage tolerance evaluation, or a fatigue evaluation if the applicant establishes that a damage tolerance evaluation is impractical.

In a correction document (77 FR 4890), published February 1, 2012, the FAA revised the **DATES** section of the final rule, noting that affected parties were not required to comply with the new information collection requirements in §§ 27.573 and 29.573 until OMB approved the FAA's request to collect the information. Sections 27.573 and 29.573 include new provisions requiring an applicant to submit damage tolerance and fatigue evaluation information for principal composite structural elements or components, detail design points, and fabrication techniques. OMB approval for the information collection requirement was pending at the time of §§ 27.573 and 29.573 publication.

Under the Paperwork Reduction Act, the FAA submitted the new information collection requirements for OMB review. OMB approved the collection on June 28, 2012, and assigned the information collection OMB Control Number 2120-0753, which expires on December 31, 2012.

This publication informs affected parties of the approval and announces that as of June 28, 2012, affected parties are required to comply with the new information collection requirements in §§ 27.573 and 29.573.

Issued in Washington, DC, on August 13, 2012.

Lirio Liu,

Acting Director, Office of Rulemaking.

[FR Doc. 2012-20685 Filed 8-21-12; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 29**

[Docket No. FAA-2009-0413; Amdt. No. 29-55]

RIN 2120-AJ51

Fatigue Tolerance Evaluation of Metallic Structures; OMB Approval of Information Collection

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; OMB approval of information collection.

SUMMARY: This document notifies the public of the Office of Management and Budget's (OMB's) approval of the information collection requirement contained in the FAA's final rule, "Fatigue Tolerance Evaluation of Metallic Structures," which was published on December 2, 2011.

DATES: The rule published on December 2, 2011, and became effective on January 31, 2012. However, at the time of publication, the new information collection requirements imposed by 14 CFR 29.571, lacked OMB approval. This document announces receipt of OMB's June 28, 2012 approval.

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this action, contact Sharon Y. Miles, Regulations and Policy Group, Rotorcraft Directorate, ASW-111, Federal Aviation Administration, 2601 Meacham Blvd., Fort Worth, Texas 76137-0111; telephone number (817) 222-5122; facsimile (817) 222-5961; email sharon.y.miles@faa.gov. For legal questions concerning this action, contact Theresa D. Dunn, Directorate Counsel, ASW-7G8, Federal Aviation Administration, 2601 Meacham Blvd., Fort Worth, Texas 76137-0007; telephone (817) 222-5099; facsimile (817) 222-5945; email: theresa.dunn@faa.gov.

SUPPLEMENTARY INFORMATION: The final rule, "Fatigue Tolerance Evaluation of Metallic Structures," published in the **Federal Register** (76 FR 75435) on December 2, 2011. In that rule, the FAA addresses advances in structural fatigue substantiation technology for metallic structures that provides an increased level of safety by avoiding or reducing the likelihood of the catastrophic fatigue failure of a metallic structure. These increased safety requirements help ensure that should serious accidental damage occur during manufacturing or within the operational life of the rotorcraft, the remaining structure could withstand, without failure, any fatigue loads that are likely to occur, until the damage is detected or the part is replaced.

In a correction document (77 FR 4890), published February 1, 2012, the FAA revised the **DATES** section of the final rule, noting that affected parties were not required to comply with the new information collection requirements in § 29.571 until OMB approved the FAA's request to collect the information. Section 29.571 includes new provisions requiring an applicant, when trying to obtain type certification of a rotorcraft, to submit substantiating data to show that the rotorcraft complies with specific certification requirements. OMB's approval for the information collection requirement was pending at the time of § 29.571 publication.

Under the Paperwork Reduction Act, the FAA submitted the new information collection requirements for OMB review. OMB approved the collection on

June 28, 2012, and assigned the information collection OMB Control Number 2120-0752, which expires on June 30, 2015.

This publication informs affected parties of the approval and announces that as of June 28, 2012, affected parties are required to comply with the new information collection requirements in § 29.571.

Issued in Washington, DC, on August 13, 2012.

Lirio Liu,

Acting Director, Office of Rulemaking.

[FR Doc. 2012-20684 Filed 8-21-12; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2011-1093; Directorate Identifier 2010-NM-149-AD; Amendment 39-17163; AD 2012-16-16]

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 757 airplanes. This AD was prompted by a report of extensive corrosion of the ballscrew of the drive mechanism of the horizontal stabilizer trim actuator. This AD requires repetitive detailed inspections for discrepancies of the horizontal stabilizer ballscrew assembly; repetitive lubrication of the horizontal stabilizer trim control system; repetitive measurements for discrepancies of the ballscrew to ballnut freeplay; and corrective actions, if necessary. We are issuing this AD to prevent undetected failure of the primary and secondary load paths for the ballscrew in the horizontal stabilizer, which could lead to loss of control of the horizontal stabilizer and consequent loss of control of the airplane.

DATES: This AD is effective September 26, 2012.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of September 26, 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; telephone 206-544-5000, extension 1; fax 206-766-5680; 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:

Kenneth Frey, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: (425) 917-6468; fax: (425) 917-6590; email: kenneth.frey@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 October 25, 2011 (76 FR 65991). That NPRM proposed to require repetitive detailed inspections for discrepancies of the horizontal stabilizer ballscrew assembly; repetitive lubrication of the horizontal stabilizer trim control system; repetitive measurements for discrepancies of the ballscrew to ballnut freeplay; and corrective actions, 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 65991, October 25, 2011) and the FAA's response to each comment.

Requests To Withdraw the NPRM (76 FR 65991, October 25, 2011)

Airlines for America (A4A), on behalf of its member American Airlines (AAL), asked that the NPRM (76 FR 65991,

October 25, 2011) be withdrawn. A4A stated that in view of previously implemented maintenance procedures designed to prevent malfunctions of the horizontal stabilizer trim actuator (HSTA), and maintenance data gathered in accomplishing those and other related procedures, the NPRM is not necessary. A4A added that those procedures include instructions mandated by AD 2005-12-18, Amendment 39-14134 (70 FR 35166, June 17, 2005), which requires inspection and overhaul of the primary brake of the HSTA, "upgrades to HSTA maintenance in the Boeing maintenance planning document (MPD), and corresponding upgrades to air carrier maintenance programs." AAL stated that the "Discussion" section of the NPRM specifies "Jackscrews and ballscrews are similar in function and have similar airplane level failure modes." AAL noted that this statement is not accurate in defining the risk posed by the ballscrew design. AAL added that the ballscrew uses ball bearings for the primary load path, and a male thread nut for the secondary load path is more tolerant of inadequate lubrication conditions than the jackscrew/acme nut design used on Model MD-80 airplanes. AAL also stated that the NPRM specifies that the unsafe condition is likely to exist or develop on other products of the same type design, which misrepresents the level of risk to the Model 757 worldwide fleet.

We disagree with the requests to withdraw the NPRM (76 FR 65991, October 25, 2011). Although the maintenance procedures in AD 2005-12-18, Amendment 39-14134 (70 FR 35166, June 17, 2005), will prevent grease contamination on the primary HSTA brake, the repetitive intervals for the subject actions are not frequent enough to prevent corrosion in the ballscrew of the drive mechanism of the HSTA, which could result in undetected failure of both the primary and secondary load paths. In light of this, we have determined that the unsafe condition is likely to exist or develop on the affected airplanes. As a result of that determination, we are issuing this AD in order to eliminate the unsafe condition by requiring that the actions be done at the required intervals.

Request To Issue Emergency Airworthiness Directive

Captain Rick Petersen, a private citizen, asked that a "more deliberate emergency type directive" be issued instead of an NPRM (76 FR 65991, October 25, 2011). The commenter stated that extensive corrosion found on