

through 3.C.(2) of GE CF6–80E1 SB No. S/B 73–0121, Revision 1, dated May 29, 2014, to do the inspection.

(C) Compliance time for fuel manifold and tube (block) clamp inspection:

(1) If the engine is a first-run engine, inspect the fuel manifold and tube (block) clamps within 7,500 FH TSN or within 3 months after the effective date of this AD, whichever occurs later.

(2) If the engine was previously inspected using either of GE CF6–80C2 SB No. S/B 73–0414, Revision 1, dated May 29, 2014, or GE CF6–80E1 SB No. S/B 73–0121, Revision 1, dated May 29, 2014, or earlier versions, then inspect the fuel manifold and tube (block) clamps within 7,500 FH TSLI or within 3 months after the effective date of this AD, whichever occurs later.

(3) If the engine is not a first-run engine and was not previously inspected using GE CF6–80C2 SB No. S/B 73–0414, Revision 1, dated May 29, 2014, or GE CF6–80E1 SB No. S/B 73–0121, Revision 1, dated May 29, 2014, or earlier versions, then inspect the fuel manifold and tube (block) clamps within 7,500 FH TSN or within 3 months after the effective date of this AD, whichever occurs later.

(iii) Thereafter, inspect fuel manifold, P/Ns 1303M31G12, 1303M32G12, 2420M70G01, and 2420M71G01, and tube (block) clamps, replace if required by inspection results, and replace the loop clamps within every 7,500 FH TSLI, using paragraphs (e)(2)(i)(A), (e)(2)(i)(B), (e)(2)(ii)(A), and (e)(2)(ii)(B) of this AD, as applicable.

(f) Definition

(1) For the purposes of this AD, an engine shop visit is the induction of an engine into the shop where the separation of a major engine flange occurs, except that induction into the shop for any of the reasons in paragraphs (f)(i) through (f)(iv) of this AD is not an engine shop visit:

(i) Induction of an engine into a shop solely for removal of the compressor top or bottom case for airfoil maintenance, or for variable stator vane bushing replacement;

(ii) Induction of an engine into a shop solely for replacement of the turbine rear frame;

(iii) Induction of an engine into a shop solely for replacement of the accessory gearbox or transfer gearbox, or both; or

(iv) Induction of an engine into a shop solely for core vibration trim balance procedure that requires separation of a major engine flange.

(2) For the purposes of this AD, a first-run engine is an engine that has not had a shop visit since entering service.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(2) Previously approved AMOCs for AD 2009–05–02 (74 FR 8161, February 24, 2009) remain approved for the corresponding requirements of paragraphs (e)(1) and (e)(2) of this AD.

(h) Related Information

(1) For more information about this AD, contact Kasra Sharifi, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. 01803; phone (781) 238–7773; fax: (781) 238–7199; email: kasra.sharifi@faa.gov.

(2) For additional details of the under cowl fire that prompted this AD, refer to National Transportation Safety Board (NTSB) safety recommendation (SR) A–13–028. The NTSB SR is available on the Internet at <http://www.nts.gov/doclib/recletters/2013/A-13-028.pdf>.

(i) 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 the AD specifies otherwise.

(i) General Electric Company (GE) CF6–80C2 Service Bulletin (SB) No. 73–0326 R04, Revision 4, dated December 23, 2009.

(ii) GE CF6–80C2 SB No. S/B 73–0414, Revision 1, dated May 29, 2014.

(iii) GE CF6–80E1 SB No. 73–0061 R04, Revision 4, dated December 23, 2009.

(iv) GE CF6–80E1 SB No. S/B 73–0121, Revision 1, dated May 29, 2014.

(3) For GE service information identified in this AD, contact General Electric Company, GE Aviation, Room 285, 1 Neumann Way, Cincinnati, OH 45215; phone: (513) 552–3272; email: geae.aoc@ge.com.

(4) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call (781) 238–7125.

(5) You may view this service information 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 Burlington, Massachusetts, on October 7, 2014.

Kim Smith,

Acting Directorate Manager, Engine & Propeller Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2014–0345; Directorate Identifier 2013–NM–230–AD; Amendment 39–17998; AD 2014–21–06]

RIN 2120–AA64

Airworthiness Directives; Beechcraft Corporation (Type Certificate Previously Held by Hawker Beechcraft Corporation; Raytheon Aircraft Company; Beech Aircraft Corporation) Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain Beechcraft Corporation (Type Certificate Previously Held by Hawker Beechcraft Corporation; Raytheon Aircraft Company; Beech Aircraft Corporation) Model 400, 400A, 400T, and MU–300 airplanes. This AD was prompted by a report of a failure of the Acme nut threads in a pitch trim actuator (PTA). This AD requires an inspection to determine if PTAs having a certain serial number and part number are installed, and replacement if they are installed. This AD also requires repetitive replacements of PTAs with new PTAs or certain overhauled PTAs. We are issuing this AD to prevent failure of the Acme nut threads in the PTA, which could lead to loss of control of pitch trim and reduced controllability of the airplane.

DATES: This AD is effective November 28, 2014.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of November 28, 2014.

ADDRESSES: For service information identified in this AD, contact Beechcraft Corporation, TMDC, P.O. Box 85, Wichita, KS 67201–0085; telephone 316–676–8238; fax 316–671–2540; email tmdc@beechcraft.com; Internet <http://pubs.beechcraft.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.

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–2014–

0345; 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 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 20590.

FOR FURTHER INFORMATION CONTACT: Ann Johnson, Aerospace Engineer, Systems and Propulsion Branch, ACE-116W, FAA, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, KS 67209; phone: 316-946-4105; fax: 316-946-4107; email: Ann.Johnson@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 Beechcraft Corporation (Type Certificate Previously Held by Hawker Beechcraft Corporation; Raytheon Aircraft Company; Beech Aircraft Corporation) Model 400, 400A, 400T, and MU-300 airplanes. The NPRM published in the Federal Register on June 30, 2014 (79 FR 36675). The NPRM was prompted by a report of a failure of the Acme nut threads in a PTA. The NPRM proposed to require an inspection to determine if PTAs having a certain serial number and part number are installed, and replacement if they are installed. The NPRM also proposed to require repetitive replacements of PTAs with new PTAs or certain overhauled PTAs. We are issuing this AD to prevent failure of the Acme nut threads in the PTA, which could lead to loss of control of pitch trim and reduced controllability of the airplane.

Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM (79

FR 36675, June 30, 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 except for minor editorial changes. We have determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM (79 FR 36675, June 30, 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 36675, June 30, 2014).

Costs of Compliance

We estimate that this AD affects 735 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
Identification of serial/part numbers (735 airplanes).	1 work-hour × \$85 per hour = \$85.	\$0	\$85	\$62,475.
Replacement of PTA (26 airplanes).	10 work-hours × \$85 per hour = \$850 per replacement.	\$17,334 per replacement	\$18,184 per replacement	\$472,784 per replacement.
Repetitive replacement of jackscrew and Acme nut on PTAs (735 airplanes).	10 work-hours × \$85 per hour = \$850 per replacement.	\$17,334 per replacement	\$18,184 per replacement	\$13,365,240 per replacement.

According to the manufacturer, the costs of this AD associated with Hawker Beechcraft Service Bulletin SB 27-4100, dated March 2012, may be covered under warranty, thereby reducing the cost impact on affected owners/operators. We do not control warranty coverage for affected individuals. As a result, we have included all costs in our cost estimate. The costs of the repetitive replacement are not covered under warranty. However, the PTA manufacturer states that it is already replacing the Acme nut and jackscrew at every overhaul, so the owners/operators should not see a cost increase due to this repetitive replacement requirement.

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):

2014–21–06 Beechcraft Corporation (Type Certificate Previously Held by Hawker Beechcraft Corporation; Raytheon Aircraft Company; Beech Aircraft Corporation): Amendment 39–17998; Docket No. FAA–2014–0345; Directorate Identifier 2013–NM–230–AD.

(a) Effective Date

This AD is effective November 28, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the airplanes identified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category.

(1) Beechcraft Corporation (Type Certificate Previously Held by Hawker Beechcraft Corporation; Raytheon Aircraft Company; Beech Aircraft Corporation) airplanes identified in paragraphs (c)(1)(i), (c)(1)(ii), and (c)(1)(iii) of this AD.

(i) Model 400 Beechjet airplanes having serial numbers RJ–1 through RJ–65, inclusive.

(ii) Model 400A Beechjet airplanes having serial numbers RK–1 through RK–604, inclusive.

(iii) Model 400T Beechjet airplanes having serial numbers TT–1 through TT–180, inclusive; and TX–1 through TX–13, inclusive.

(2) Beechcraft Corporation (Type Certificate Previously Held by Hawker Beechcraft Corporation; Raytheon Aircraft Company; Mitsubishi Heavy Industries, Inc. Ltd.) Model MU–300 airplanes, having serial numbers A003SA through A093SA, inclusive.

(d) Subject

Air Transport Association (ATA) of America Code 27, Flight Controls.

(e) Unsafe Condition

This AD was prompted by a report of a failure of the Acme nut threads in a pitch trim actuator (PTA). We are issuing this AD to prevent failure of the Acme nut threads in the PTA, which could lead to loss of control of pitch trim and reduced controllability of the airplane.

(f) Compliance

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

(g) Determination of Serial Number and Part Number

Within 200 flight hours or 6 months after the effective date of this AD, whichever

occurs first, inspect to determine the serial number and part number of the PTA, in accordance with the Accomplishment Instructions of Hawker Beechcraft Service Bulletin SB 27–4100, dated March 2012. A review of manufacturer delivery and operator maintenance records is acceptable in lieu of the inspection, if the serial number and part number of the PTA can be conclusively determined from that review.

(h) Replacement

If any serial number and part number found during any inspection required by paragraph (g) of this AD is one listed in Table 1 or Table 2 of Hawker Beechcraft Service Bulletin SB 27–4100, dated March 2012: Within 200 flight hours or 6 months after the effective date of this AD, whichever occurs first, replace the PTA with a serviceable PTA or an overhauled PTA having an Acme nut and jackscrew replaced with a new Acme nut and jackscrew, in accordance with the Accomplishment Instructions of Hawker Beechcraft Service Bulletin SB 27–4100, dated March 2012.

(i) Repetitive Replacements

Within 1,800 flight hours after the effective date of this AD, or at the next PTA overhaul, whichever occurs first, replace the PTA with a new PTA or an overhauled PTA having the Acme nut and jackscrew replaced with a new Acme nut and jackscrew, in accordance with sections 3.A.(2), (3), and (5) through (10) of Hawker Beechcraft Service Bulletin SB 27–4100, dated March 2012. Repeat the replacement thereafter at intervals not to exceed 1,800 flight hours, or at every PTA overhaul, whichever occurs first.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita 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 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.

(k) Related Information

For more information about this AD, contact Ann Johnson, Aerospace Engineer, Systems and Propulsion Branch, ACE–116W, FAA, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, KS 67209; phone: 316–946–4105; fax: 316–946–4107; email: Ann.Johnson@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 the AD specifies otherwise.

(i) Hawker Beechcraft Service Bulletin SB 27–4100, dated March 2012.

(ii) Reserved.

(3) For service information identified in this AD, contact Beechcraft Corporation, TMDc, P.O. Box 85, Wichita, KS 67201–0085; telephone 316–676–8238; fax 316–671–2540; email tmdc@beechcraft.com; Internet <http://pubs.beechcraft.com>.

(4) You may view this service information at 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.

(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 Renton, Washington, on October 13, 2014.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2014–24963 Filed 10–22–14; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

U.S. Customs and Border Protection

19 CFR Part 122

Notice of Arrival Restrictions Applicable to Flights Carrying Persons Who Have Recently Traveled to, From, or Through Certain Ebola-Stricken Countries

AGENCY: U.S. Customs and Border Protection; Department of Homeland Security.

ACTION: Notice of arrival restrictions.

SUMMARY: This document announces the decision of the Commissioner of CBP to direct all flights to the U.S. carrying persons who have recently traveled to, from, or through Ebola-stricken countries to arrive at one of the U.S. airports where CBP is implementing enhanced screening procedures.

DATES: Effective October 21, 2014.

FOR FURTHER INFORMATION CONTACT: Francis Russo, Office of Field Operations, (202) 325–4835, ofops-cat@cbp.dhs.gov.

SUPPLEMENTARY INFORMATION:

Background

According to the Centers for Disease Control and Prevention (CDC), the