

compliance within the specified compliance time “after the effective date of this AD.”

(2) Although Boeing Alert Service Bulletin 737–57A1323, dated December 5, 2014, specifies to contact Boeing for repair instructions, and specifies that action as “RC” (Required for Compliance), this AD requires repair before further flight using a method approved in accordance with the procedures specified in paragraph (k) of this AD.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles 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 (l) of this AD. Information may be emailed to: 9-ANM-LAACO-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, modification, or alteration required by this AD if it is approved by the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Los Angeles ACO, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(4) Except as required by paragraph (j)(2) of this AD: For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (k)(4)(i) and (k)(4)(ii) apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator’s maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(l) Related Information

For more information about this AD, contact Jennifer Tsakoumakis, Aerospace Engineer, Airframe Branch, ANM–120L, FAA, Los Angeles ACO, 3960 Paramount Boulevard, Lakewood, CA 90712–4137; phone: 562–627–5264; fax: 562–627–5210; email: jennifer.tsakoumakis@faa.gov.

(m) 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) Boeing Alert Service Bulletin 737–57A1323, dated December 5, 2014.

(ii) Reserved.

(3) For Boeing service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H–65, Seattle, WA 98124–2207; telephone 206–544–5000, extension 1; fax 206–766–5680; Internet <https://www.myboeingfleet.com>.

(4) You may view this 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.

(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 January 25, 2016.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2016–01827 Filed 2–3–16; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 61 and 183

[Docket No.: FAA–2010–1127; Amdt. Nos. 61–135 and 183–15]

RIN 2120–AJ42

Student Pilot Application Requirements

Correction

In rule document 2016–00199 beginning on page 1292 in the issue of Tuesday, January 12, 2016, make the following correction:

1. On pages 1293–1294, table “B. Student Pilot Application Requirements: Summary of Current, Proposed, and Finalized Provisions” is corrected as set forth below.

B. Student Pilot Application Requirements: Summary of Current, Proposed, and Finalized Provisions

Scenario	Current regulations	2010 NPRM	Final rule requirements
Digital Photos on all Pilot Certificates.	<ul style="list-style-type: none"> No photo on pilot certificate Pilot must have photo identification on the person and in the physical possession or readily accessible in the aircraft when exercising the privileges of the pilot certificate or authorization. 	<ul style="list-style-type: none"> Photo on pilot certificate Pilot must carry pilot certificate with photo according to proposed implementation schedule. 	<ul style="list-style-type: none"> No change from current regulations.
Application and Certificate Issuance.	<ul style="list-style-type: none"> A student pilot typically obtains a combination medical certificate and student pilot certificate from an aviation medical examiner (AME). A student pilot applicant may obtain a student pilot certificate from an aviation safety inspector (ASI) or aviation safety technician (AST) located at a Flight Standards District Office (FSDO) throughout the country. A student pilot applicant may obtain a student pilot certificate from a designated pilot examiner (DPE). 	<ul style="list-style-type: none"> A student pilot applicant would not be issued a student pilot certificate at the time of application. A student pilot must obtain a student pilot certificate that is issued by the Civil Aviation Registry prior to exercising the privileges of the student pilot certificate. An AME would not issue a combination medical certificate and student pilot certificate or accept an application for a student pilot certificate. A student pilot applicant could apply in person with an ASI or AST at a FSDO. A student pilot applicant could apply in person with a DPE. A student pilot applicant could apply in person at a Knowledge Testing Center (KTC). 	<ul style="list-style-type: none"> A student pilot will not be issued a student pilot certificate at the time of application. A student pilot must obtain a student pilot certificate that is issued by the Civil Aviation Registry prior to exercising the privileges of the student pilot certificate An AME will not issue a combination medical certificate and student pilot certificate or accept an application for a student pilot certificate A student pilot applicant may apply in person with an ASI or AST at a FSDO A student pilot applicant may apply in person through a DPE A student pilot applicant may apply in person with an airman certification representative (ACR) associated with a part 141 pilot school A student pilot applicant may apply in person with a certified flight instructor (CFI).
Implementation Schedule	<ul style="list-style-type: none"> None previously required. Proposals were based upon the implementation of digital photos on all pilot certificates. 	<ul style="list-style-type: none"> A 5-year phased implementation schedule that included a "trigger-based" approach to issue pilot certificates with photos to people interacting with the FAA and a "non-trigger based" approach that required pilots to obtain a pilot certificate with a photo during a 3-, 4-, or 5-year period depending on the type of certificate. An effective date of 180 days from the date of publication in the Federal Register. 	<ul style="list-style-type: none"> An effective date of the first day of the calendar month following 60 days from the date of publication in the Federal Register Current student pilot certificate holders may continue exercising the privileges of the student pilot certificate until the certificate expires according to its current terms.
Fees	<ul style="list-style-type: none"> The FAA charges a \$2 fee for replacement, duplicate, or facsimile of a pilot certificate. 	<ul style="list-style-type: none"> The FAA would charge \$22 for initial issuance or renewal of a pilot certificate. 	<ul style="list-style-type: none"> The FAA will charge a \$2 fee for replacement of a pilot certificate including a student pilot certificate which is consistent with existing § 187.5
Expiration date	<ul style="list-style-type: none"> The student pilot certificate is valid for a period of 24 or 60 calendar months after the date of issuance, depending on the age of the student pilot. 	<ul style="list-style-type: none"> The student pilot certificate would have no expiration date, although the photo would need to be updated every 8 years to continue exercising privileges of the student pilot certificate. 	<ul style="list-style-type: none"> The student pilot certificate has no expiration date.
Student Pilot Endorsements	<ul style="list-style-type: none"> Flight Instructor endorses the student pilot certificate and the student's logbook. 	<ul style="list-style-type: none"> Flight Instructor would endorse the student's logbook. 	<ul style="list-style-type: none"> Flight Instructor endorses the student's logbook.