Aircraft manufacturer: For any requirement in this AD to obtain corrective
actions from a manufacturer, the action must be accomplished using a method approved
by the Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA; or
the EASA; or Airbus’s EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(o) Related Information

(1) Refer to Mandatory Continuing
Airworthiness Information (MCAI) EASA
Airworthiness Directive 2014–0033, dated
February 4, 2014, for related information.
This MCAI may be found in the AD docket
on the Internet at http://www.regulations.gov
by searching for and locating Docket No.

(2) Service information identified in
this AD that is not incorporated by reference
is available at the addresses specified in
paragraphs (p)(3) and (p)(4) of this AD.

(p) Material Incorporated by Reference

(1) The Director of the Federal Register
approved the incorporation by reference
(IBM) 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 this AD specifies otherwise.
(i) Airbus Service Bulletin A330–55–3043,
Revision 1, dated August 20, 2014.
(ii) Airbus Service Bulletin A340–55–4039,
Revision 1, dated August 20, 2014.
(iii) Airbus Service Bulletin A340–55–5007,
Revision 1, dated August 20, 2014.
(iv) Service information identified in
this AD, contact Fokker SAS, Airworthiness
Office—EAL, 1 Rond Point Maurice Bellonte,
31707 Blagnac Cedex, France; telephone +33
5 61 93 45 80; email airworthiness.A330–A340@airbus.com;

(2) For service information identified in
this AD, contact Fokker SAS, Airworthiness
Office—EAL, 1 Rond Point Maurice Bellonte,
31707 Blagnac Cedex, France; telephone +33
5 61 93 45 80; fax +33 5 61 93 36 96; email
airworthiness.A330–A340@airbus.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.

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 202–741–6036, or go to:
http://www.archives.gov/federal-register/cfr/ibr-
locations.html.

Issued in Renton, Washington, on
November 9, 2015.

Michael Kaszycki,
Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.
[FR Doc. 2015–29851 Filed 11–25–15; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2014–1048; Directorate
Identifier 2014–NM–055–AD; Amendment
39–18332; AD 2015–23–14]

RIN 2120–AA64

Airworthiness Directives; Fokker
Services B.V. Airplanes

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

ACTION: Final rule.

SUMMARY: We are adopting a new
airworthiness directive (AD) for all
Fokker Services B.V. Model F.28 Mark
0070 and 0100 airplanes. This AD
was prompted by reports that cracks
can occur in a frame of the tail section
on certain airplanes. This AD requires
a one-time detailed inspection of the
oblique frame 67–2 for any cracking,
and repair if necessary. We are issuing
this AD to detect and correct such
 cracking, which could lead to failure
of the oblique frame 67–2, and consequent
loss of the structural integrity of the
tail section.

DATES: This AD becomes effective
January 4, 2016.

The Director of the Federal Register
approved the incorporation by reference
of certain publications listed in this AD
as of January 4, 2016.

ADDRESSES: You may examine the AD
docket on the Internet at http://
www.regulations.gov/
#docketDetail;D=FAA–2014–1048 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 Fokker Services B.V.,
Technical Services Dept., P.O. Box
1357, 2130 EL Hoofddorp, the
Netherlands; telephone +31 (0)88–6280–350;
fax +31 (0)88–6280–111; email
technicalservices@fokker.com; Internet
http://www.myfokkerfleet.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–
1048.

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 all Fokker Services B.V. Model F.28 Mark 0070 and 0100 airplanes. The NPRM published in the Federal Register on January 23, 2015 (80 FR 3500). We are issuing this AD to detect and correct cracking of the oblique frame 67–2, which could lead to failure of the oblique frame 67–2, and consequent loss of the structural integrity of the tail section.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA Airworthiness Directive 2014–0039, dated February 20, 2014, dated (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI’’), to correct an unsafe condition for all Fokker Services B.V. Model F.28 Mark 0070 and 0100 airplanes. The MCAI states: Service experience has shown that cracks can occur in oblique frame 67–2 in the tail section on aeroplanes with more than 29 000 flight cycles (FC).

This condition, if not detected and corrected, can result in an exponential crack growth rate, possibly leading to failure of the oblique frame 67–2 over a certain length and consequent loss of the structural integrity of the tail section of the aeroplane.

For the reasons described above, this EASA AD requires a one-time [detailed] inspection of the oblique frame 67–2 for cracks and, depending on findings, accomplishment of a repair.

Repetitive inspections are planned to be incorporated into a revision of Fokker Services Report SE–623, which is part of the Airworthiness Limitations Section of the Instructions for Continued Airworthiness, for which a separate EASA AD is expected to be published.

Fokker Services All Operators Message AOF100.187#02 provides additional information concerning the subject addressed by this EASA AD.

You may examine the MCAI in the AD docket on the Internet at http://www.regulations.gov/

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):


(a) Effective Date

This AD becomes effective January 4, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Fokker Services B.V. Model F.28 Mark 0070 and 0100 airplanes, certified in any category, all serial numbers.

(d) Subject

Air Transport Association (ATA) of America Code 53, Fuselage.

(e) Reason

This AD was prompted by reports that cracking can occur in the oblique frame 67–2 in the tail section on certain airplanes. We are issuing this AD to detect and correct such cracking, which could lead to failure of the oblique frame 67–2, and consequent loss of the structural integrity of the tail section.

(f) Compliance

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

(g) Inspection and Repair

For airplanes that have accumulated more than 29,000 total flight cycles since the airplane’s first flight as of the effective date of this AD: Within 500 flight cycles or 12 months after the effective date of this AD, whichever occurs first, do a one-time detailed inspection of the oblique frame 67–2 for any cracking, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100–53–124, dated January 23, 2014. For the purposes of this AD, a detailed inspection is an intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required.

(h) Corrective Action

If any cracking is found during the inspection required by paragraph (g) of this AD, before further flight, repair the oblique frame 67–2, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100–53–125, Revision 1, dated February 13, 2014.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM–116, Transport Airplane Directorate, 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 International Branch, send it to ATTN: Tom Rodriguez, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington WA 98057–3356; telephone (425) 227–1137; fax (425) 227–1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. 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. The AMOC approval letter must specifically reference this AD.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Fokker B.V. Service’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(j) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2014–0039, dated February 20, 2014, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov/#/d=FAA-2014-1048-0002.

(k) 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 this AD specifies otherwise.


(3) For service information identified in this AD, contact Fokker Services B.V., Technical Services Dept., P.O. Box 1357, 2130 EL Hoofddorp, the Netherlands; telephone +31 (0)88–6280–350; fax +31 (0)88–6280–111; email technicalservices@fokker.com; Internet http://www.myfokkerfleets.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 November 11, 2015.

Michael Kaszycki,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 2015–29852 Filed 11–25–15; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 35

[Docket No. RM15–2–000; Order No. 819]

Third-Party Provision of Primary Frequency Response Service

AGENCY: Federal Energy Regulatory Commission, Department of Energy.

ACTION: Final rule.

SUMMARY: The Federal Energy Regulatory Commission (Commission) is revising its regulations to foster competition in the sale of primary frequency response service. Specifically, the Commission amends its regulations governing market-based rates for public utilities pursuant to the Federal Power Act (FPA) to permit the sale of primary frequency response service at market-based rates by sellers with market-based rate authority for sales of energy and capacity.

DATES: This Final Rule will become effective February 25, 2016.


SUPPLEMENTARY INFORMATION:

Order No. 819

Final Rule

(Issued November 20, 2015)

1. The Federal Energy Regulatory Commission (Commission) is revising