This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents.

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
14 CFR Part 39
RIN 2120–AA64
Airworthiness Directives; BAE Systems (Operations) Limited Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: The FAA is correcting an airworthiness directive (AD) that published in the Federal Register. That AD applies to all BAE Systems (Operations) Limited Model 4101 airplanes. As published, the Product Identification line of the regulatory text contains an error. This document corrects that error. In all other respects, the original document remains the same.

DATES: This correction is effective March 22, 2017.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of February 7, 2017 (82 FR 7, January 3, 2017).

ADDRESSES: You may examine the AD docket on the Internet at http://www.regulations.gov; 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 20590.


SUPPLEMENTARY INFORMATION:


As published, the Product Identification line of the regulatory text contains an error. The Product Identification line incorrectly identifies Bombardier as the product manufacturer, but should have identified BAE Systems (Operations) Limited. All other references to the product manufacturer appear correctly as BAE Systems (Operations) Limited throughout the preamble and regulatory text of AD 2016–25–25.

No other part of the preamble or regulatory information has been changed; therefore, only the changed portion of the final rule is being published in the Federal Register.

The effective date of this AD remains February 7, 2017.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Correction

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

§39.13 [Corrected]

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§39.13 [Corrected]

2. The FAA amends §39.13 by removing Amendment 39–17079 (77 FR 36127, June 18, 2012), and adding the following new airworthiness directive (AD):


(a) Effective Date

This airworthiness directive (AD) is effective February 7, 2017.

(b) Affected ADs

This AD replaces AD 2012–11–15, Amendment 39–17079 (77 FR 36127, June 18, 2012) (‘‘AD 2012–11–15’’).

(c) Applicability

This AD applies to BAE Systems (Operations) Limited Model 4101 airplanes, certificated in any category, all models and all serial numbers.

(d) Subject

Air Transport Association (ATA) of America Code 57, Wings.

(e) Reason

This AD was prompted by new reports of cracking found in the wing rear spar and technical analysis results, which confirmed that the crack initiation and propagation are due to fatigue, with no indication of any other crack initiation mechanism (e.g., stress corrosion). We are issuing this AD to detect and correct cracking in the wing rear spar, which could propagate to a critical length, possibly affecting the structural integrity of the area and resulting in a fuel tank rupture, with consequent damage to the airplane and possible injury to its occupants.

(f) Compliance

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

(g) Repetitive Inspections and Repair

Within 30 days after February 7, 2017 (the effective date of this AD), or within 1,600 flight cycles since the most recent detailed inspection was done as specified in BAE Systems Alert Service Bulletin J41–A57–029, whichever occurs later: Do a detailed inspection for cracks, corrosion, and other defects (defects include scratches, dents, holes, damage to fastener holes, or damage to surface protection and finish) of the rear face of the wing rear spars, in accordance with the Accomplishment Instructions of BAE Systems Alert Service Bulletin J41–A57–029, Revision 3, dated April 8, 2014. Repeat the inspection thereafter at intervals not to exceed 1,600 flight cycles.

(1) If any cracking, corrosion, or other defect is found within the criteria defined in Chapter 57, Wings, of the Jetstream Series 4100 Structural Repair Manual (SRM), Volume 1, Publication Ref. No. (Transmittal No.) SA 4–4100/SRM/400, Revision 32, dated October 15, 2014 (“Chapter 57 of the SRM”): Before further flight, repair the affected area, in accordance with the repair instructions of Chapter 57 of the SRM.
We are adopting a new airworthiness directive (AD) for Fokker Services B.V. Model F28 Mark 0100 airplanes equipped with Rolls-Royce TAY 650–15 engines. This AD was prompted by reports of uncontained engine fan blade failures in Rolls-Royce TAY 650–15 engines. This AD requires installation of a caution placard in the flight compartment. We are issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective April 26, 2017.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of April 26, 2017.

ADDRESSES: For service information identified in this final rule, 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–2016–9302.

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–2016–9302; 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 street address for the Docket Office (telephone 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: Tom Rodriguez, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, or the FAA; or BAE Systems (Operations) Limited’s EASA DOA. If approved by the DOA, the approval must include the DOA–authorized signature.

SUMMARY: We are adopting a new airworthiness directive (AD) for Fokker Services B.V. Model F28 Mark 0100 airplanes equipped with Rolls-Royce TAY 650–15 engines. This AD was prompted by reports of uncontained engine fan blade failures in Rolls-Royce TAY 650–15 engines. This AD requires installation of a caution placard in the flight compartment. We are issuing this AD to address the unsafe condition on these products.

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39

RIN 2120–AA64
Airworthiness Directives; Fokker Services B.V. Airplanes

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

ACTION: Final rule.

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 Fokker Services B.V. Model F28 Mark 0100 airplanes equipped with Rolls-Royce TAY 650–15 engines. The NPRM published in the Federal Register on November 1, 2016 (81 FR 75759) (“the NPRM”). The NPRM was prompted by reports of uncontained engine fan blade failures in Rolls-Royce