

Bulletin 32–56, Revision 4, dated August 16, 2016, as specified in British Aerospace Jetstream Series 3100 and 3200 Service Bulletin 32–JA960142, Revision No. 4, October 21, 2016.

(i) For airplanes that have been inspected following AD 97–10–05: Do the initial inspection within 1,200 flight cycles (FC) after the last inspection required by AD 97–10–05 and repetitively thereafter at intervals not to exceed 1,200 FC.

(ii) For airplanes that have not been inspected following AD 97–10–05: Do the initial inspection within 8,000 FC after installation of the MLG or within the next 100 FC after the effective date of this AD, whichever occurs later, and repetitively thereafter at intervals not to exceed 1,200 FC.

(2) If any cracks are found during any of the inspections required in paragraph (f)(1) of this AD, before further flight, replace the MLG with an airworthy part following British Aerospace Jetstream Series 3100 and 3200 Service Bulletin 32–JA960142, Revision No. 4, October 21, 2016.

(3) The compliance times in paragraphs (f)(1)(i) and (ii) of this AD are presented in flight cycles (landings). If the total flight cycles have not been kept, multiply the total number of airplane hours time-in-service (TIS) by 0.75 to calculate the cycles. For the purposes of this AD:

- (i) 100 hours TIS \times .75 = 75 cycles; and
- (ii) 1,000 hours TIS \times .75 = 750 cycles.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4059; fax: (816) 329–4090; email: doug.rudolph@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) *Airworthy Product*: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(h) Related Information

(1) Refer to MCAI European Aviation Safety Agency (EASA) AD 2017–0053, dated March 24, 2017. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA–2017–0395.

(2) For the British Aerospace Jetstream Series 3100 and 3200 service information related to this AD, contact BAE Systems (Operations) Ltd, Business Support Team-Technical Publications, Prestwick International Airport, Ayrshire, KA9 2RW,

Scotland, United Kingdom; phone: +44 1292 675207; fax: +44 1292 675704; email: RApublications@baesystems.com; Internet: https://www.regional-services.com/spares_and_support/support/aircraft-technical-publications/. For the Heroux Devtek service information identified in this proposed AD, contact Heroux Devtek Product Support, Unit 1, Pembroke Court, Chancellor Road, Manor Park, Runcorn, Cheshire, WA7 1TG, England; phone: +44 01928 530530; fax: +44 01928 579454; email: technical_support@herouxdevtek.com; Internet: <http://www.herouxdevtek.com/aog-product-support>.

(3) You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329–4148.

Issued in Kansas City, Missouri, on April 20, 2017.

Melvin Johnson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2017–08536 Filed 4–27–17; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Docket No. FAA–2016–9594; **Airspace Docket No. 16–ASO–20**]

Proposed Establishment of Temporary Restricted Areas R–2920A and R–2920B; Santa Rosa Island, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM); withdrawal.

SUMMARY: This action withdraws the NPRM published in the **Federal Register** of February 23, 2017, proposing to establish temporary restricted areas R–2920A and R–2920B, Santa Rosa Island, FL, for the period May 11 to May 18, 2017. The proponent has informed the FAA that plans to conduct hazardous activities have been cancelled; therefore, a requirement no longer exists to establish temporary restricted areas.

DATES: The proposed rule published on February 23, 2017 at 82 FR 11415 is withdrawn as of 0901 UTC, April 28, 2017.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, Airspace Policy Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267–8783.

SUPPLEMENTARY INFORMATION:

History

An NPRM was published in the **Federal Register** of February 23, 2017 (82 FR 11415), Docket No. FAA–2016–9594, to establish temporary restricted areas, designated as R–2920A and R–2920B, south of the Elgin Air Force Base Range Complex, in the vicinity of Santa Sosa Island, FL. The temporary restricted areas were proposed to contain hazardous activities to be used for the testing of counter-unmanned aircraft systems capabilities in support of exercise Black Dart 2017, from May 11 to May 18, 2017. The comment period closed on March 27, 2017. The FAA received five comments on the proposal. The proponent has informed the FAA that hazardous testing activities have been cancelled. Therefore, the NPRM is being withdrawn. As a result, the comments received on the proposal are no longer relevant.

List of Subjects in 14 CFR Part 73

Airspace, Prohibited areas, Restricted areas.

The Withdrawal

Accordingly, pursuant to the authority delegated to me, the notice of proposed rulemaking, as published in the **Federal Register** on February 23, 2017 (82 FR 11415), FR Doc. 2017–03537, is hereby withdrawn.

Authority: 49 U.S.C. 106(f), 106(g); 40103, 40113, 40120; E.O. 10854; 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

Issued in Washington, DC, on April 24, 2017.

Rodger A. Dean, Jr.,

Manager, Airspace Policy Group.

[FR Doc. 2017–08597 Filed 4–27–17; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA–R03–OAR–2016–0514; **FRL–9961–39–Region 3**]

Approval and Promulgation of Air Quality Implementation Plans; Maryland; Removal of Clean Air Interstate Rule (CAIR) Program Regulations and Reference to CAIR, and Amendments to Continuous Emission Monitor (CEM) Reference

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: The Environmental Protection Agency (EPA) is proposing to approve a