

# Rules and Regulations

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## DEPARTMENT OF AGRICULTURE

### Federal Crop Insurance Corporation

#### 7 CFR Parts 402, 407, and 457

[Docket No. FCIC-17-0004]

RIN 0563-AC56

### Catastrophic Risk Protection Endorsement; Area Risk Protection Insurance Regulations; and the Common Crop Insurance Regulations, Basic Provisions

#### Correction

In rule document 2017-25330 beginning on page 55723 in the issue of Friday, November 24, 2017, make the following corrections:

#### § 407.9 [Corrected]

- 1. In § 407.9, on page 55730, in the third column, in the 45th–47th lines, amendatory instruction 4.a should read:
- a. Remove the phrase “Web site” wherever it appears and add the word “website” in its place;
- 2. In the same section, on the same page, in the same column, in the 51st–56th lines, amendatory instruction 4.b.ii should read:
- ii. In the definition of “Limited resource farmer”, remove “<http://www.lfptool.sc.egov.usda.gov> or a successor website” and add “[http://lfptool.sc.egov.usda.gov/LRP\\_Definition.aspx](http://lfptool.sc.egov.usda.gov/LRP_Definition.aspx)” in its place;

#### § 457.8 [Corrected]

- 3. In § 457.8, on page 55731, in the second column, in the 33rd–35th lines, amendatory instruction 6.a should read:
- a. Remove the phrase “Web site” wherever it appears and add the word “website” in its place;

[FR Doc. C1-2017-25330 Filed 12-13-17; 8:45 am]

BILLING CODE 1301-00-D

## Federal Register

Vol. 82, No. 239

Thursday, December 14, 2017

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2017-1103; Product Identifier 2014-NM-063-AD; Amendment 39-19128; AD 2017-25-14]

RIN 2120-AA64

### Airworthiness Directives; Fokker Services B.V. Airplanes

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for Fokker Services B.V. Model F28 Mark 0070 and 0100 airplanes. This AD requires contacting the FAA to obtain instructions for addressing the unsafe condition on these products, and doing the actions specified in those instructions. This AD was prompted by a report of an engine multiple fan blade-off (MFBO) event, caused by engine fan flutter. We are issuing this AD to address the unsafe condition on these products.

**DATES:** This AD becomes effective December 29, 2017.

We must receive comments on this AD by January 29, 2018.

**ADDRESSES:** You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.
- **Fax:** 202-493-2251.
- **Mail:** U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- **Hand Delivery:** U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

### 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-2017-

1103; or in person at the Docket Operations office 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 Operations office (telephone: 800-647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** Tom Rodriguez, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW, Renton, WA 98057-3356; telephone: 425-227-1137; fax: 425-227-1149.

### SUPPLEMENTARY INFORMATION:

#### Discussion

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2014-0055, dated March 7, 2014 (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition for Fokker Services B.V. Model F28 Mark 0070 and 0100 airplanes. The MCAI states:

In 2008, EASA issued AD 2008-0088 to require installation of a modified normal maximum (second) detent reverse thrust on F28 Mark 0100 aeroplanes equipped with TAY 620 engines, except those already modified in accordance with Fokker Services Service Bulletin (SB) SBF100-76-016.

Since that [EASA] AD was issued, the investigation into a TAY 620 Multiple Fan Blade-Off (MFBO) event in September 2012 determined that fan flutter was the root cause. It was also determined that, under certain conditions, fan flutter can develop on TAY 620 engines when the N1 engine speed stabilizes within the range of 54 to 72% for more than 7.5 seconds during reverse thrust operation.

This condition, if not corrected, may lead to further MFBO events, possibly resulting in damage to the aeroplane.

To address this potential unsafe condition, Fokker Services published SBF100-76-022 which provides instructions for removing the normal maximum (second) detent reverse thrust position and for changing the Airplane Flight Manual (AFM) of the affected aeroplanes.

For the reasons described above, this [EASA] AD supersedes EASA AD 2008-0088 and requires removal of the normal maximum (second) detent reverse thrust position and introduction of changes to the AFM.