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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 25

[Docket No. FAA-2010-1175; Amdt. No. 25-137]

RIN 2120-AJ83

Installed Systems and Equipment for Use by the Flightcrew; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; corrections.

SUMMARY: The Federal Aviation Administration (FAA) published in the **Federal Register** of May 3, 2013 a document amending the design requirements in the airworthiness standards for transport category airplanes to minimize the occurrence of design-related flightcrew errors. This document corrects an inadvertent amendment number that appears in the heading of the publication of that final rule.

DATES: This correction is effective April 18, 2014.

FOR FURTHER INFORMATION CONTACT: Ralen Gao, Office of Rulemaking, ARM-209, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-3168; fax (202) 267-5075; email ralen.gao@faa.gov.

SUPPLEMENTARY INFORMATION: The FAA published a final rule in the **Federal Register** of May 3, 2013 (78 FR 25840), amending the design requirements in the airworthiness standards for transport category airplanes to minimize the occurrence of design-related flightcrew errors. This document corrects an inadvertent amendment number that appears in the heading of the publication of that final rule.

In FR Doc. 2013-10554, beginning on page 25840 in the **Federal Register** of

May 3, 2013, make the following correction:

On page 25840, in the first column heading, change the amendment number from “25-138” to “25-137”.

Issued in Washington, DC, on April 10, 2014.

Lirio Liu,

Director, Office of Rulemaking.

[FR Doc. 2014-08565 Filed 4-17-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2013-0884; Directorate Identifier 2013-NE-31-AD; Amendment 39-17829; AD 2014-08-05]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce Deutschland Ltd & Co KG Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for all Rolls-Royce Deutschland Ltd & Co KG (RRD) BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines. This AD requires replacement of the low-pressure compressor (LPC) case ice impact panels. This AD was prompted by a report of a partial de-bonding of the LPC case ice impact panels during an engine shop visit. We are issuing this AD to prevent failure of the LPC case ice impact panels, which could result in damage to the engine and loss of control of the airplane.

DATES: This AD becomes effective May 23, 2014.

ADDRESSES: The Docket Operations office is located at Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.

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-2013-

0884; 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 mandatory continuing airworthiness information (MCAI), the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (phone: 800-647-5527) is provided in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Rose Len, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7772; fax: 781-238-7199; email: rose.len@faa.gov.

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 the specified products. The NPRM was published in the **Federal Register** on December 23, 2013 (78 FR 77382). The NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

Partial de-bonding of the low-pressure compressor case ice impact panels was reported during engine shop visit.

This condition, if not corrected, could lead to ice impact panel de-bonding, resulting, in case of an impact event and release of particles, in blockage of the outlet guide vane and consequent potential loss of thrust or reduced fan flutter margin.

To address this potential unsafe condition, RRD issued Alert Non Modification Service Bulletin (NMSB) SB-BR700-72-A900281 to provide instructions for a one-time ice impact panel replacement using an improved repair method.

You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0884-0002>.

Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM (78 FR 77382, December 23, 2013).

Conclusion

We reviewed the available data and determined that air safety and the public interest require adopting this AD as proposed.