Proposed Rules

Federal Register
Vol. 74, No. 237
Friday, December 11, 2009

This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2009–0331; Directorate Identifier 2008–NE–40–AD]

RIN 2120–AA64

Airworthiness Directives; Honeywell International Inc. TFE731 Series Turbofan Engines

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

ACTION: Supplemental notice of proposed rulemaking (NPRM); reopening of comment period.

SUMMARY: This supplemental NPRM revises an earlier proposed airworthiness directive (AD), for Honeywell International Inc. TFE731 series turbofan engines with certain second stage low-pressure compressor rotor (LPCR) discs and/or certain third stage LPCR discs installed. That proposed AD would have required removing from service certain second stage LPCR discs and/or certain third stage LPCR discs. That proposed AD resulted from a report of cracks found during a fluorescent penetrant inspection (FPI) of the disc bore. This supplemental NPRM revises the proposed AD to correct a P/N error, to clarify the applicability, and to clarify the instructions in the compliance section. This supplemental proposed AD results from a report of cracks found during an FPI of the disc bore. We are proposing this supplemental proposed AD to prevent an uncontained failure of a second stage LPCR disc and or a third stage LPCR disc due to cracks in the bore, which could result in damage to the airplane.

DATES: We must receive any comments on this proposed AD by January 25, 2010.

ADDRESSES: Use one of the following addresses to comment on this proposed AD.

- *Federal eRulemaking Portal:* Go to *http://www.regulations.gov* and follow the instructions for sending your comments electronically.
- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.
- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.
- *Fax:* (202) 493–2251.

You can get the service information identified in this proposed AD from Honeywell Engines and Systems Technical Publications and Distribution, M/S 2101–201, P.O. Box 52170, Phoenix, AZ 85072–2170, telephone: Global Customer Care toll free (800) 601–3099; International callers (602) 365–3099.

FOR FURTHER INFORMATION CONTACT: Joseph Costa, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712–4137; e-mail: *joseph.costa@faa.gov;* telephone: (562) 627–5246; fax: (562) 627–5210.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send us any written relevant data, views, or arguments regarding this proposal. Send your comments to an address listed under **ADDRESSES**. Include ''Docket No. FAA–2009–0331; Directorate Identifier 2008–NE–40–AD'' in the subject line of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the proposed AD. We will consider all comments received by the closing date and may amend the proposed AD in light of those comments.

We will post all comments we receive, without change, to *http://www.regulations.gov,* including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this proposed AD. Using the search function of the Web site, anyone can find and read the comments in any of our dockets, including, if provided, the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477–78).

Examining the AD Docket

You may examine the AD docket on the Internet at *http://www.regulations.gov;* 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 proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone (800) 647–5527) is the same as the Mail address provided in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

Discussion

On April 6, 2009, we issued a proposal to amend part 39 of the Code of Federal Regulations (14 CFR part 39) to add an AD, for Honeywell International Inc. TFE731 series turbofan engines with certain second stage LPCR discs and/or certain third stage LPCR discs installed. The proposed AD published as an NPRM in the **Federal Register** on April 13, 2009 (74 FR 16807). That NPRM proposed to require removing from service, certain second and third stage LPCR discs, P/Ns 3072396–1, 3072397–1, 3075109–1, or 2075192–1.

Since we issued that NPRM, we became aware that LPCR disc P/N 2075192–1 is incorrect. We changed the AD to the correct disc P/N of 3075192–1.

We also became aware that the NPRM compliance is unclear in that it describes the affected parts as ''second and third stage LPCR disc''. To clarify, we changed the description to ''a second stage LPCR disc and/or a third stage LPCR disc.'' We also changed the applicability statement from ''* * * turbofan engines with certain low-pressure compressor rotor (LPCR) discs, part numbers (P/Ns) 3072396–1, 3072397–1, 3075190–1, or 2075192–1, installed'' to ''turbofan engines with certain second stage low-pressure compressor rotor (LPCR) discs, part number (P/N) 3072396–1 or 3075190–1, and/or certain third stage LPCR discs, P/N 3072397–1 or 3075192–1, installed.'' Because we are making these

corrections, this supplemental NPRM reopens the comment period.

As we stated in the original proposed AD, we received a report of cracks found during an FPI of the disc bore. This condition, if not corrected, could result in an uncontained failure of a second stage LPCR disc and/or third stage LPCR disc due to cracks in the bore, which could result in damage to the airplane.

FAA's Determination and Requirements of the Proposed AD

We have evaluated all pertinent information and identified an unsafe condition that is likely to exist or develop on other products of this same type design. We are proposing this AD, which would require removing from service engines with second stage LPCR discs and/or third stage LPCR discs that have a S/N:

• In Table 5 of ASBs TFE731–72–A3748, dated August 21, 2008, or TFE731–72–A3749, dated August 21, 2008, within 100 cycles-in-service (CIS) after the effective date of this proposed AD, and

• In Table 6 of ASBs TFE731–72–A3748, dated August 21, 2008, or TFE731–72–A3749, dated August 21, 2008, within 2,000 CIS or the next access after the effective date of this proposed AD, whichever occurs first.

The proposed AD would require you to use the service information described previously to perform these actions.

Costs of Compliance

We estimate that this supplemental proposed AD would affect 27 engines installed on airplanes of U.S. registry. We also estimate that it would take about 4 work-hours per engine to perform the proposed actions during scheduled maintenance and 140 work-hours per engine for the proposed actions during unscheduled maintenance. The average labor rate is $80 per work-hour. Required parts would cost about $31,000 per engine. Based on these figures, we estimate the total cost of the proposed AD to U.S. operators to be $900,000.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, ''General requirements.'' Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We have determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that the proposed regulation:

1. Is not a ''significant regulatory action'' under Executive Order 12866;

2. Is not a ''significant rule'' under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and

3. Would not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a regulatory evaluation of the estimated costs to comply with this proposed AD. *See* the **ADDRESSES** section for a location to examine the regulatory evaluation.

List of Subjects in 14 CFR Part 39

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

The Proposed Amendment

Under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

Honeywell International Inc. (Formerly AlliedSignal Inc., formerly Garrett Turbine Engine Company): Docket No. FAA–2009–0331; Directorate Identifier 2008–NE–40–AD.

Comments Due Date

(a) The Federal Aviation Administration (FAA) must receive comments on this airworthiness directive (AD) action by February 9, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Honeywell International Inc. TFE731–2, TFE731–2A, TFE731–2C, TFE731–3, TFE731–3A, TFE731–3AR, TFE731–3B, TFE731–3BR, TFE731–3C, TFE731–3CR, TFE731–3D, TFE731–3DR, TFE731–3R, TFE731–4, TFE731–4R, TFE731–5, TFE731–5AR, TFE731–5BR, and TFE731–5R series turbofan engines with certain second stage low-pressure compressor rotor (LPCR) discs, part number (P/N) 3072396–1 or 3075190–1, and/or certain third stage LPCR discs, P/N 3072397–1 or 3075192–1, installed. These engines are installed on, but not limited to, the airplanes listed in Table 1 of this AD.

TABLE 1—INSTALLED ON AIRPLANES BY MANUFACTURER

Manufacturer	Model
Dassault-Aviation or Dassault Aviation	Falcon 10 (Falcon 100) and Mystere-Falcon 20, 50, 900 and MF900 series.
Cessna Aircraft Company	Model 650, Citation III, VI, and VII.
Gulfstream Aerospace LP	1125 Westwind Astra.
Israel Aircraft Industries	1124 and 1124A (Westwind).
Learjet Inc	31, 31A, 35, 35A, 36, 36A, 55, 55B, 55C, and M31.
Lockheed Martin Corporation (formerly Lockheed-Georgia).	1329–23A, 1329–23D, 1329–23E, and 1329–25.
Raytheon Corporate Jets (formerly British Aerospace and Hawker Beechcraft Corporation).	DH.125 Series 1A, 3A, and 3A/RA, HS.125 Series F3B and F3B/RA, BH.125 and DH.125 Series 400A, HS.125 Series 403B, F400B, and F403B, HS.125 Series 600A, BH.125 Series 600A, HS.125 Series F600B, 700A, and 700B, BAe.125 Series 800 and 1000, and Hawker 800 and 850XP series.

Unsafe Condition

(d) This AD results from a report of cracks found during a fluorescent penetrant inspection (FPI) of the disc bore. We are issuing this AD to prevent an uncontained failure of a second stage LPCR disc and/or a third stage LPCR disc due to cracks in the bore, which could result in damage to the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Removing LPCR Discs From Service

(f) For engines with any of the serial number (S/N) LPCR discs listed in Table 5 of Honeywell International Inc. Alert Service Bulletins (ASBs) TFE731–72–A3748, dated August 21, 2008, and/or Table 5 of TFE731–72–A3749, dated August 21, 2008, remove those LPCR discs from service within 100 cycles-in-service (CIS) after the effective date of this AD.

(g) For engines with any of the S/N LPCR discs listed in Table 6 of Honeywell International Inc. ASBs TFE731–72–A3748, dated August 21, 2008, and or Table 6 of TFE731–72–A3749, dated August 21, 2008, do the earlier of the following:

(1) Remove the LPCR disc from service within 2,000 CIS after the effective date of this AD, or

(2) Remove the LPCR disc from service the next time the intermediate case is removed from the low-pressure compressor case.

Installation Prohibition

(h) After the effective date of this AD, do not install any of the S/Ns of LPCR discs listed in Table 5 of Honeywell International Inc. ASBs TFE731–72–A3748, dated August 21, 2008, and the discs listed in Table 5 of TFE731–72–A3749, dated August 21, 2008, into any engine. Also, do not install any of the S/Ns of LPCR discs listed in Table 6 of Honeywell International Inc. ASBs TFE731–72–A3748, dated August 21, 2008, and the discs listed in Table 6 of TFE731–72–A3749, dated August 21, 2008, into any engine.

Alternative Methods of Compliance

(i) The Manager, Los Angeles Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(j) Contact Joseph Costa, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712–4137; e-mail: *joseph.costa@faa.gov;* telephone: (562) 627–5246; fax: (562) 627–5210, for more information about this AD.

Issued in Burlington, Massachusetts, on December 4, 2009.

Peter A. White,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E9–29482 Filed 12–10–09; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2009–1166; Directorate Identifier 2009–NM–107–AD]

RIN 2120–AA64

Airworthiness Directives; Airbus Model A300 B2–1C, B2K–3C, B2–203, B4–2C, B4–103, and B4–203 Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for the products listed above. This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as: One operator reported loss of both pitch trims following autopilot disengagement after take off. Subsequent shop findings revealed severe damage to the power gears. Mal-phasing between the hydraulic motors was suspected to have induced excessive loads into the gear train, leading to collapse of one bearing on a shaft of the main gear, causing severe tooth damage. The combination of tooth damage and gear tilting caused the disconnection of two of the three hydraulic motors, resulting in jamming of the THSA [Trimmable Horizontal Stabilizer Actuator] gearbox and consequent loss of THSA control. This condition, if not detected and corrected, could lead to further cases of mal-phasing of the hydraulic motors of the THSA, causing degradation of the power gears and potentially resulting in reduced control of the aeroplane. The proposed AD would require actions that are intended to address the unsafe condition described in the MCAI.

DATES: We must receive comments on this proposed AD by January 25, 2010.

ADDRESSES: You may send comments 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 W12–40, 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this proposed AD, contact Airbus SAS–EAW (Airworthiness Office), 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; e-mail: *account.airworth-eas@airbus.com*; Internet *http://www.airbus.com*.

You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425–227–1221 or 425–227–1152.

Examining the AD Docket

You may examine the AD docket on the Internet at *http://www.regulations.gov;* 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 proposed 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: Dan Rodina, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 227–2125; fax (425) 227–1149.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include ''Docket No. FAA–2009–1166; Directorate Identifier 2009–NM–107–AD'' at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this proposed AD based on those comments.

We have lengthened the 30-day comment period for proposed ADs that address MCAI originated by aviation authorities of other countries to provide adequate time for interested parties to submit comments. The comment period for these proposed ADs is now typically 45 days, which is consistent with the