

for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD if it is approved by the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Los Angeles ACO to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane and 14 CFR 25.571, Amendment 45, and the approval must specifically refer to this AD.

(j) Related Information

For more information about this AD, contact Nenita Odesa, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles ACO, 3960 Paramount Boulevard, Lakewood, California 90712-4137; *phone*: (562) 627-5234; *fax*: (562) 627-5210; *email*: nenita.odessa@faa.gov.

(k) Material Incorporated by Reference

You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information on the date specified:

(1) Boeing Alert Service Bulletin DC10-57A156, Revision 2, dated August 23, 2011; IBR approved January 3, 2012.

(2) Boeing DC-10-10 Service Rework Drawing SR10570019, Revision K, dated April 17, 2009, including Parts List PL SR10570019, Revision K, dated April 23, 2009, including Boeing Engineering Order, Revision L, dated April 14, 2010; IBR approved January 3, 2012. Only Sheet 1 of this drawing indicates the revision date of this document.

(3) Boeing DC-10-10 Service Rework Drawing SR10570048, Revision K, dated October 7, 2010, including Parts List PL SR10570048, Revision K, dated October 14, 2010; IBR approved January 3, 2012. Only Sheet 1 of this drawing indicates the revision date for this document.

(4) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, 3855 Lakewood Boulevard, MC D800-0019, Long Beach, California 90846-0001; telephone (206) 544-5000, extension 2; fax (206) 766-5683; *email*: dse.boecom@boeing.com; Internet <https://www.myboeingfleet.com>.

(5) You may review copies of the 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.

(6) You may also review copies of the service information that is incorporated by reference at the National Archives and

Records Administration (NARA). For information on the availability of this material at an NARA facility, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on November 7, 2011.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2011-29801 Filed 11-28-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2011-1031; Directorate Identifier 2011-NE-27-AD; Amendment 39-16871; AD 2011-24-07]

RIN 2120-AA64

Airworthiness Directives; Turbomeca S.A. Arriel 2B Turboshift Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for the products listed above. This AD results from mandatory continuing airworthiness information (MCAI) issued 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:

Non-conformities on adjustment of some hydromechanical units (HMUs) have been reported by a Turbomeca repair centre. The technical investigations carried out by Turbomeca are showing that only a limited number of HMUs are potentially affected by this non-conformity to HMU adjustment.

Twenty nine HMUs have been identified with the non-conformities. We are issuing this AD to prevent an uncommanded inflight shutdown, which could result in an emergency autorotation landing.

DATES: This AD becomes effective December 14, 2011.

We must receive comments on this AD by December 29, 2011.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of December 14, 2011.

ADDRESSES: You may send comments by any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov> and follow

the instructions for sending your comments electronically.

- **Mail:** 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.

For service information identified in this AD, contact Turbomeca S.A., 40220 Tarnos, France; *phone*: 33-05-59-74-40-00, *fax*: 33-05-59-74-45-15. You may review copies of the service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call (781) 238-7125.

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 AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (*phone*: (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.

FOR FURTHER INFORMATION CONTACT: Mark Riley, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; *phone*: (781) 238-7758; *fax*: (781) 238-7199; *email*: mark.riley@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA Airworthiness Directive 2011-0128-E, dated July 6, 2011 (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

Non-conformities on adjustment of some hydromechanical units (HMUs) have been reported by a Turbomeca repair centre. The technical investigations carried out by Turbomeca are showing that only a limited number of HMUs are potentially affected by this non-conformity to HMU adjustment.

Twenty nine HMUs have been identified with potential non-conformities in the proper adjustment of

the metering valve. The exact location of these 29 HMUs is unknown. This AD requires actions to be done before further flight. You may obtain further information by examining the MCAI in the AD docket.

Relevant Service Information

Turbomeca S.A. has issued Alert Mandatory Service Bulletin (SB) No. A292 73 2841, Version A, dated July 4, 2011, SB No. 292 73 2143, dated July 24, 2007, and SB No. 292 73 2840, Version A, dated June 28, 2011. The actions described in this service information are intended to correct the unsafe condition identified in the MCAI. The one-time functional test required by the service bulletin is not a normal engine run-up test: the one-time functional test involves additional requirements including mode switching, that are not part of a normal engine run-up after start.

FAA’s Determination and Requirements of This AD

This product has been approved by the aviation authority of France, and is approved for operation in the United States. Pursuant to our bilateral agreement with France, EASA has notified us of the unsafe condition described in the MCAI and service information referenced above. We are issuing this AD because we evaluated all information provided by EASA and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

FAA’s Determination of the Effective Date

An unsafe condition exists that requires the immediate adoption of this AD. The FAA has found that the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because this AD requires either replacing, or functional testing of the HMU before further flight. Therefore, we determined that notice and opportunity for public comment before issuing this AD are impracticable and that good cause exists for making this amendment effective in fewer than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and opportunity for public comment. We invite you to send any written relevant data, views, or arguments about this AD. Send your comments to an address listed under the **ADDRESSES** section. Include “Docket No. FAA–2011–1031; Directorate Identifier 2011–NE–27–AD” at the beginning of your comments. We

specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this AD because 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 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).

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 determined that this AD will not have federalism implications under Executive Order 13132. This AD will 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 this AD:

- (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) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

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

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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 AD:

2011–24–07 Turbomeca S.A.: Amendment 39–16871; Docket No. FAA–2011–1031; Directorate Identifier 2011–NE–27–AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective December 14, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Turbomeca Arriel 2B turboshaft engines with a hydromechanical unit (HMU) that has a part number (P/N) and serial number (S/N) listed in Table 1 of this AD installed.

TABLE 1—AFFECTED HMUS

P/Ns	S/Ns
0292860750	1008B
0292860750	1068B
0292860750	1142B
0292860750	1143B
0292860750	1183B
0292860750	1230B
0292860750	272B
0292860750	275B
0292860750	342B
0292860750	363B
0292860750	422B
0292860750	436B
0292860750	499B
0292860750	524B
0292860750	536B
0292860750	560B
0292860750	598B
0292860750	606B
0292860750	647B
0292860750	652B
0292860750	716B
0292860750	749B
0292860750	763B
0292860750	806B

TABLE 1—AFFECTED HMUs—
Continued

P/Ns	S/Ns
0292860750	830B
0292860750	861B
0292860750	944B
0292860750	967B
0292861020	632B

Reason

(d) This AD results from mandatory continuing airworthiness information (MCAI) issued 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:

Non-conformities on adjustment of some hydromechanical units (HMUs) have been reported by a Turbomeca repair centre. The technical investigations carried out by Turbomeca are showing that only a limited number of HMUs are potentially affected by this non-conformity to HMU adjustment.

Twenty nine HMUs have been identified with potential non-conformities in the proper adjustment of the metering valve. The exact location of these 29 HMUs is unknown. We are issuing this AD to prevent an uncommanded inflight shutdown, which could result in an emergency autorotation landing.

Actions and Compliance

(e) Unless already done, do the following actions.

(f) Before further flight, perform a one-time functional test of the engine to confirm proper engine operation. This one-time functional test is not a normal engine run-up test. Use the instructions in paragraph 2.B.(1)(a) of Turbomeca Alert Mandatory Service Bulletin No. A292 73 2841, Version A, dated July 4, 2011, to perform the functional test.

(1) If the engine fails the functional test, replace the HMU with an HMU eligible for installation.

(2) If the engine passes the functional test, do the following:

(i) Within four months after the effective date of this AD, install software modification TU143 on the Engine Electronic Control Unit of the engine. Use paragraph 2.B. of Turbomeca Service Bulletin No. 292 73 2143, dated July 24, 2007 to do the installation; and

(ii) Within 12 months after the effective date of this AD, replace the HMU with an HMU eligible for installation.

Definition

(g) For the purpose of this AD, an HMU eligible for installation is defined as one with a serial number not listed in Table 1 of this AD, or, an HMU that passed when tested using Turbomeca Service Bulletin No. 292 73 2840.

FAA AD Differences

(h) None.

Alternative Methods of Compliance (AMOCs)

(i) The Manager, Engine Certification Office, FAA, may approve AMOCs for this

AD. Use the procedures found in 14 CFR 39.19 to make your request.

Related Information

(j) Refer to MCAI Airworthiness Directive 2011-0128-E, dated July 6, 2011, for related information.

(k) Contact Mark Riley, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7758; fax: (781) 238-7199, email: mark.riley@faa.gov; for more information about this AD.

Material Incorporated by Reference

(l) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information on the date specified:

(1) Turbomeca Alert Mandatory Service Bulletin No. A292 73 2841, Version A, dated July 4, 2011, approved for IBR December 14, 2011.

(2) Turbomeca Service Bulletin No. 292 73 2143, dated July 24, 2007, approved for IBR December 14, 2011.

(3) For service information identified in this AD, contact Turbomeca S.A., 40220 Tarnos, France; phone: 33-05-59-74-40-00, fax: 33-05-59-74-45-15.

(4) You may review copies of the service information at the FAA, New England Region, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call (781) 238-7125.

(5) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call (202) 741-6030 or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts on November 14, 2011.

Peter A. White,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2011-30574 Filed 11-28-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2011-0717; Directorate Identifier 2010-NM-108-AD; Amendment 39-16869; AD 2011-24-05]

RIN 2120-AA64

Airworthiness Directives; Airbus Airplanes

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

ACTION: Final rule.

SUMMARY: We are superseding an existing airworthiness directive (AD) that applies to certain Airbus Model A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; and Model A340-200 and -300 series airplanes. This 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:

During A330 and A340 aeroplanes fatigue tests, cracks appeared on the right (RH) and left (LH) sides between the crossing area of the keel beam fitting and the front spar of the Centre Wing Box (CWB). This condition, if not corrected, could lead to keel beam rupture which would affect the area structural integrity.

* * * * *

We are issuing this AD to require actions to correct the unsafe condition on these products.

DATES: This AD becomes effective January 3, 2012.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of January 3, 2012.

The Director of the Federal Register approved the incorporation by reference of certain other publications listed in this AD as of September 13, 2007 (72 FR 44731, August 9, 2007).

ADDRESSES: You may examine the AD docket on the Internet at <http://www.regulations.gov> or in person at the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1138; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION:**Discussion**

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the **Federal Register** on July 19, 2011 (76 FR 42602), and proposed to supersede AD 2007-16-02, Amendment 39-15141 (72 FR 44731, August 9, 2007). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states: