

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

[Docket No. FAA-2012-1100; Directorate Identifier 2012-NE-29-AD]

RIN 2120-AA64

**Airworthiness Directives; Rolls-Royce Deutschland Ltd & Co KG Turbofan Engines****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** We propose to adopt a new airworthiness directive (AD) for certain Rolls-Royce Deutschland Ltd & Co KG (RRD) BR700-710 series turbofan engines. This proposed AD was prompted by service experience that demonstrated premature wear of the splined coupling on the fuel pump. This proposed AD would require replacement of the affected fuel pump splined couplings. We are proposing this AD to prevent failure of the engine and loss of the airplane.

**DATES:** We must receive comments on this proposed AD by January 7, 2013.

**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:* 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.

For service information identified in this proposed AD, contact Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, Dahlewitz, 15827 Blankenfelde-Mahlow, Germany; telephone: 49 0 33-7086-1883; fax: 49 0 33-7086-3276. You may review copies of the referenced 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 proposed 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:**

Frederick Zink, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; email: [frederick.zink@faa.gov](mailto:frederick.zink@faa.gov); phone: 781-238-7779; fax: 781-238-7199.

**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-2012-1100; Directorate Identifier 2012-NE-29-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 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).

**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 No. 2012-0161, dated August 24, 2012 (referred to after this as "the MCAI"), to correct an unsafe condition for the specified products. The MCAI states:

In-service experience of RRD BR700-710 fuel pump installed on the rear face of the accessory gearbox identified premature wear of the splined coupling, which caused damage to the splined coupling.

This condition, if not corrected, could lead to failure of engine fuel supply, likely resulting in an uncommanded in-flight shutdown and consequently reduced control of the aeroplane.

You may obtain further information by examining the MCAI in the AD docket.

**Relevant Service Information**

RRD has issued Alert Non-Modification Service Bulletin SB-BR700-72-A900509, Revision 3, dated August 2, 2012. The actions described in this service information are intended to correct the unsafe condition identified in the MCAI.

**FAA's Determination and Requirements of This Proposed AD**

This product has been approved by EASA and is approved for operation in the United States. Pursuant to our bilateral agreement with the European Community, EASA has notified us of the unsafe condition described in the MCAI and service information referenced above. We are proposing 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.

**Costs of Compliance**

We estimate that this proposed AD would affect about 1,040 engines installed on airplanes of U.S. registry. We also estimate that it would take about 6 work-hours per engine to comply with this proposed AD. The average labor rate is \$85 per work-hour. Required parts would cost about \$1,035 per engine. Based on these figures, we estimate the cost of this proposed AD to U.S. operators to be \$1,606,800.

**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 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 this 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. 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.

We prepared a regulatory evaluation of the estimated costs to comply with this proposed AD and placed it in the AD docket.

### List of Subjects in 14 CFR Part 39

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

### The Proposed Amendment

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

**Rolls-Royce Deutschland Ltd & Co KG (Formerly Rolls-Royce Deutschland GmbH, and BMW Rolls-Royce plc):**  
Docket No. FAA-2012-1100; Directorate Identifier 2012-NE-29-AD.

#### (a) Comments Due Date

We must receive comments by January 7, 2013.

#### (b) Affected Airworthiness Directives (ADs)

None.

#### (c) Applicability

This AD applies to Rolls-Royce Deutschland Ltd & Co KG (RRD) BR700-710A1-10 and BR700-710A2-20 turbofan engines, all serial numbers, and BR700-710C4-11 turbofan engines that have either

of the following hardware configuration standards engraved on the engine data plate:

(1) standard 710C4-11, RRD Alert Non-Modification Service Bulletin (NMSB) SB-BR700-72-101466 standard not incorporated, or

(2) standard 710C4-11/10, RRD Alert NMSB SB-BR700-72-101466 standard incorporated.

#### (d) Reason

This AD was prompted by service experience that demonstrated premature wear of the splined coupling on the fuel pump. We are issuing this AD to prevent failure of the engine and loss of the airplane.

#### (e) Actions and Compliance

Unless already done, do the following.

(1) After the effective date of this AD, replace the fuel pump splined coupling as follows and every 4,000 hours time in service (TIS) thereafter:

(i) If the engine has 3,750 hours TIS or more, within 250 hours TIS.

(ii) If the engine has less than 3,750 hours TIS, before reaching 4,000 hours TIS.

(2) If you replaced the engine fuel pump splined coupling before the effective date of this AD, replace the fuel pump splined coupling before reaching 4,000 hours TIS since last replacement, or before further flight, whichever comes later.

#### (f) Installation Prohibition

After the effective date of this AD, do not approve for return to service any engine with a fuel pump with an affected splined coupling that has accumulated 4,000 hours TIS, or any airplane with an engine with an affected fuel pump splined coupling installed that has accumulated 4,000 hours TIS.

#### (g) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs to this AD. Use the procedures found in 14 CFR 39.19 to make your request.

#### (h) Related Information

(1) For more information about this AD, contact Frederick Zink, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; email: [frederick.zink@faa.gov](mailto:frederick.zink@faa.gov); phone: 781-238-7779; fax: 781-238-7199.

(2) Refer to MCAI Airworthiness Directive No. 2012-0161, dated August 24, 2012, and RRD Alert NMSB SB-BR700-72-A900509, Revision 3, dated August 2, 2012, for related information.

(3) For service information identified in this AD, contact Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, Dahlewitz, 15827 Blankenfelde-Mahlow, Germany; telephone: 49 0 33-7086-1883; fax: 49 0 33-7086-3276. You may review copies of the referenced 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.

Issued in Burlington, Massachusetts, on October 26, 2012.

**Colleen M. D'Alessandro,**  
*Assistant Manager, Engine & Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 2012-27108 Filed 11-6-12; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2012-1158; Directorate Identifier 2011-NM-232-AD]

RIN 2120-AA64

### Airworthiness Directives; Airbus Airplanes

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** We propose to supersede an existing airworthiness directive (AD) that applies to all Airbus Model A300 and A310 series airplanes; and Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605R Variant F airplanes (collectively called A300-600 series airplanes). The existing AD currently requires revising the Airworthiness Limitations section of the Instructions for Continued Airworthiness to incorporate new and revised structural inspections and inspection intervals. Since we issued that AD, Airbus has revised certain ALI documents, which require more restrictive maintenance requirements and airworthiness limitations. This proposed AD would revise the maintenance program to incorporate the limitations section. We are proposing this AD to prevent fatigue cracking, damage, or corrosion in principal structural elements, which could result in reduced structural integrity of the airplane.

**DATES:** We must receive comments on this proposed AD by December 24, 2012.

**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-