

**§ 39.13 [Amended]**

■ 2. The FAA amends § 39.13 by removing Amendment 39–15057 (72 FR 27953, May 18, 2007), and adding the following new AD:

**2014–13–05 British Aerospace Regional Aircraft:** Amendment 39–17880; Docket No. FAA–2014–0241; Directorate Identifier 2014–CE–008–AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective August 5, 2014.

**(b) Affected ADs**

This AD supersedes AD 2007–10–16, Amendment 39–15057 (72 FR 27953, May 18, 2007).

**(c) Applicability**

This AD applies to British Aerospace Regional Aircraft Jetstream Model 3201 airplanes, all serial numbers, certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 5: Time Limits.

**(e) Reason**

This AD was prompted by 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 the need to incorporate revisions to the Airworthiness Limitations section of the Instructions for Continued Airworthiness (ICA). We are issuing this AD to enforce compliance with these requirements in order to maintain airworthiness.

**(f) Actions and Compliance**

Unless already done, do the actions in paragraphs (f)(1) and (f)(2) of this AD:

(1) As of August 5, 2014 (the effective date of this AD), replace each component before exceeding the applicable life limit and complete all applicable maintenance tasks within the thresholds and intervals as specified in Chapter 05–10–05, Airworthiness Limitations, of the British Aerospace Jetstream 3200 Series Aircraft Maintenance Manual, Revision, 29, dated December 15, 2012.

(2) You may comply with the requirements in paragraph (f)(1) of this AD by incorporating British Aerospace Jetstream 3200 Series Aircraft Maintenance Manual, Revision 29, Airworthiness Limitations, Chapter 05–10–05, dated December 15, 2012, into the Airworthiness Limitations section of your ICA and complying with that program.

**(g) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Taylor Martin, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106;

telephone: (816) 329–4138; fax: (816) 329–4090; email: [taylor.martin@faa.gov](mailto:taylor.martin@faa.gov). Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

**(h) Related Information**

Refer to European Aviation Safety Agency (EASA) AD No.: 2014–0044, dated February 24, 2014. You may examine the MCAI on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0241-0002>.

**(i) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Chapter 05–10–05, Airworthiness Limitations, of the British Aerospace Jetstream 3200 Series Aircraft Maintenance Manual, Revision, 29, dated December 15, 2012.

(ii) Reserved.

(3) For British Aerospace Regional Aircraft service information identified in this AD, contact BAE Systems (Operations) Limited, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; telephone: +44 1292 675207; fax: +44 1292 675704; email: [RApublications@baesystems.com](mailto:RApublications@baesystems.com); Internet: <http://www.baesystems.com/Businesses/RegionalAircraft/>.

(4) You may view this service information at FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329–4148.

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

Issued in Kansas City, Missouri, on June 20, 2014.

**Earl Lawrence,**

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2014–15136 Filed 6–30–14; 8:45 am]

**BILLING CODE 4910–13–P**

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

[Docket No. FAA–2013–1009; Directorate Identifier 2013–NE–35–AD; Amendment 39–17855; AD 2014–11–05]

RIN 2120–AA64

**Airworthiness Directives; Pratt & Whitney Canada Corp. Turboprop Engines**

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

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for certain Pratt & Whitney Canada Corp. (P&WC) turboprop engines. This AD requires installing a reinforcement liner to the power turbine (PT) containment ring and, for certain PT containment rings, adding scallops. This AD was prompted by in-service events involving the perforation of engine cases as a result of the liberation of PT blades and the fracture/displacement of the PT containment ring. We are issuing this AD to prevent uncontained engine failure and damage to the airplane.

**DATES:** This AD becomes effective August 5, 2014.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of August 5, 2014.

**ADDRESSES:** For service information identified in this AD, contact Pratt & Whitney Canada Corp., 1000 Marie-Victorin, Longueuil, Quebec, Canada, J4G 1A1; phone: 800–268–8000; fax: 450–647–2888; Internet: [www.pwc.ca](http://www.pwc.ca). You may view this 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> by searching for and locating Docket No. FAA–2013–1009; or in person at the Docket Management Facility 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 address for the Docket Office (phone: 800–647–5527) is Document Management Facility, U.S.

Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:**

Robert Green, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7754; fax: (781) 238-7199; email: [robert.green@faa.gov](mailto:robert.green@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 January 7, 2014 (79 FR 763). The NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

There have been in-service events involving the perforation of PT6A small series engine cases as a result of the loss of integrity of Power Turbine (PT) Containment Rings under failure loads. Perforation of engine cases has been seen to result from the liberation of PT blades and from fracture/displacement of the PT Containment Ring itself.

**Comments**

We gave the public the opportunity to participate in developing this AD. We considered the comments received.

**Request To Add Engine Models to the List of Applicable Engines**

Friend Aircare requested that we add the engine models listed in P&WC Service Bulletin (SB) No. 12076, Revision 3, dated January 17, 1992, to the applicability of this AD because that SB requires the same modification to the PT containment ring assembly.

We agree. We revised paragraph (c) of this AD by adding certain serial numbers of the following P&WC engine models: PT6A-11, PT6A-11AG, PT6A-15AG, PT6A-110, PT6A-112, and PT6A-121. We revised paragraph (e) of this AD to specify use of either P&WC SB No. 12076, Revision 3, dated January 17, 1992; or P&WC SB No. PT6A-72-A1427, Revision 3, dated January 27, 2012, as applicable. We revised paragraph (f) of this AD by adding credit for corrective actions taken in accordance with P&WC SB No. 12076, Revision 2, dated April 24, 1991, or earlier versions.

**Request To Exclude Engines Used on Single-Engine Aircraft**

Reabe Spraying Services, Inc. requested that we exclude from

applicability engines used on single-engine aircraft, or aircraft where the engine has nothing alongside of it that would sustain damage from release of debris.

We disagree. We consider the uncontained release of engine hardware to be an unsafe condition. We did not change this AD.

**Request To Withdraw the NPRM**

Dynamic Aviation requested that the FAA withdraw the NPRM (79 FR 763, January 7, 2014). Dynamic Aviation has not experienced any PT disk blade failure in 16 years and 800,000 flight hours.

We disagree. There have been in-service events involving the perforation of PT6A series engine cases as a result of the loss of integrity of the PT containment rings under failure loads. Perforation of engine cases has been seen to result from the liberation of PT blades and from fracture/displacement of the PT containment ring itself. We consider the release of engine hardware to be an unsafe condition. This AD requires the incorporation of P&WC SB No. 12076, Revision 3, dated January 17, 1992, or P&WC SB No. PT6A-72-A1427, Revision 3, dated January 27, 2012, as applicable, to prevent uncontained events. We did not change this AD.

**Requests To Extend the Period of Compliance**

Dynamic Aviation requested that we change the compliance time from within 24 months after the effective date of this AD, to within 36 to 48 months after the effective date of this AD. Dynamic Aviation said the extended compliance period would better allow the complete modification of all engines.

Ameriflight LLC requested that we reconsider the period of compliance to allow a longer, more realistic timeframe for compliance.

We agree. The compliance period can be increased without an appreciable risk effect. We revised paragraph (e)(2) of this AD to read, "Within 48 months after the effective date of this AD, modify the existing PT containment ring."

**Request To More Accurately Estimate the Time Required To Modify an Engine**

Several entities requested that the estimated time and costs of compliance for completing the requirements of this AD more accurately reflect the actual time required to modify an engine.

We agree. In the NPRM (79 FR 763, January 7, 2014), we based our estimate of 3 hours to modify an engine on original equipment manufacturer

service information. Further analysis indicates this estimate is inadequate. We increased the estimated hours required to modify an engine from 3 hours to 20 hours.

**Conclusion**

We reviewed the available data, including the comments received, and determined that air safety and the public interest require adopting this AD with the changes described previously. We determined that these changes will not increase the economic burden on any operator or increase the scope of this AD.

**Costs of Compliance**

We estimate that this AD affects 1,000 engines installed on airplanes of U.S. registry. We estimate that it will take about 20 hours per engine to comply with this AD. The average labor rate is \$85 per hour. Required parts cost about \$1,655 per engine. Based on these figures, we estimate the cost of this AD on U.S. operators to be \$3,355,000.

**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 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),

(3) Will not affect intrastate aviation in Alaska to the extent that it justifies making a regulatory distinction, and

(4) 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 airworthiness directive (AD):

**2014-11-05 Pratt & Whitney Canada Corp.**  
Amendment 39-17855; Docket No. FAA-2013-1009; Directorate Identifier 2013-NE-35-AD.

##### (a) Effective Date

This AD becomes effective August 5, 2014.

##### (b) Affected ADs

None.

##### (c) Applicability

This AD applies to Pratt & Whitney Canada Corp. (P&WC) turboprop engines as follows: all model PT6A-20, PT6A-20A, PT6A-20B, PT6A-25, PT6A-28, PT6A-34B, PT6A-36, and PT6A-135 engines; model PT6A-11 engines, serial number (S/N) PC-E10539 and earlier; PT6A-11AG, S/N PC-E10224 and earlier; PT6A-15AG engines, S/N earlier than PC-E14089; model PT6A-21 engines, S/N PCE-25361 and earlier; model PT6A-25A engines, S/N PCE-48757 and earlier; model PT6A-25C engines, S/N PCE-26258 and earlier; model PT6A-27 engines, S/N PCE-42523 and earlier as well as all engines converted to PT6A-27; model PT6A-34 engines, S/N PCE-57303 and earlier as well as all engines converted to PT6A-34; model PT6A-34AG engines, S/N PCE-57312 and earlier as well as all engines converted to PT6A-34AG; model PT6A-110 engines, S/N PC-E15052 and earlier; model PT6A-112 engines, S/N earlier than PC-E12563; model PT6A-114 engines, S/N PCE-17218 and earlier; and model PT6A-135A engines, S/N PCE-35089 and earlier.

##### (d) Reason

This AD was prompted by in-service events involving the perforation of engine

cases as a result of the liberation of power turbine (PT) blades and the fracture/displacement of the PT containment ring. We are issuing this AD to prevent uncontained engine failure and damage to the airplane.

#### (e) Actions and Compliance

(1) Comply with this AD within the compliance times specified, unless already done.

(2) Within 48 months after the effective date of this AD, modify the existing PT containment ring. Use paragraph 2, Accomplishment Instructions, of P&WC Service Bulletin (SB) No. 12076, Revision 3, dated January 17, 1992, or paragraph 3, Accomplishment Instructions, P&WC SB No. PT6A-72-A1427, Revision 3, dated January 27, 2012, as applicable, to make the modification.

#### (f) Credit for Previous Actions

If you modified the PT containment ring before the effective date of this AD using P&WC SB No. 12076, Revision 2, dated April 24, 1991, or earlier versions, or P&WC SB No. PT6A-72-A1427, Revision 2, dated April 3, 1990, or earlier versions, you have met the requirements of this AD.

#### (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 Robert Green, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7754; fax: (781) 238-7199; email: [robert.green@faa.gov](mailto:robert.green@faa.gov).

(2) Refer to MCAI Transport Canada Civil Aviation AD CF-2013-33R1, dated November 14, 2013, for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#/documentDetail;D=FAA-2013-1009-0003>.

#### (i) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Pratt & Whitney Canada (P&WC) Corp. Service Bulletin (SB) No. PT6A-72-A1427, Revision 3, dated January 27, 2012.

(ii) P&WC, Inc. SB No. 12076, Revision 3, dated January 17, 1992.

(3) For P&WC service information identified in this AD, contact Pratt & Whitney Canada Corp., 1000 Marie-Victorin, Longueuil, Quebec, Canada, J4G 1A1; phone: 800-268-8000; fax: 450-647-2888; Internet: [www.pwc.ca](http://www.pwc.ca).

(4) You may view this service information at 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.

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

Issued in Burlington, Massachusetts, on May 22, 2014.

**Colleen M. D'Alessandro,**

*Assistant Directorate Manager, Engine & Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 2014-14955 Filed 6-30-14; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2014-0154; Airspace Docket No. 14-ACE-1]

#### Establishment of Class E Airspace; Steele, MO

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Steele, MO. Controlled airspace is necessary to accommodate new Area Navigation (RNAV) Standard Instrument Approach Procedures at Steele Municipal Airport. The FAA is taking this action to enhance the safety and management of Instrument Flight Rule (IFR) operations at the airport.

**DATES:** Effective date: 0901 UTC, April 30, 2015. The Director of the **Federal Register** approves this incorporation by reference action under 1 CFR Part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** Raul Garza, Jr., Central Service Center, Operations Support Group, Federal Aviation Administration, Southwest Region, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone 817-321-7654.

#### SUPPLEMENTARY INFORMATION:

##### History

On April 22, 2014, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to establish Class E airspace for the Steele, MO, area, creating controlled airspace at Steele Municipal Airport (79 FR 22457) Docket No. FAA-2014-0154. Interested parties were invited to participate in this rulemaking effort by submitting