

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:

9061M23P06	9061M23P07	9061M23P08	9061M23P09	9224M75P01
9061M23P10	1473M90P01	1473M90P02	1473M90P03	1473M90P04
9061M23P12	9061M23P14	9061M23P15	9061M23P16	1479M75P01
1479M75P02	1479M75P03	1479M75P04	1479M75P05	1479M75P06
1479M75P07	1479M75P08	1479M75P09	1479M75P11	1479M75P13
1479M75P14	N/A	N/A	N/A	N/A

These engines are installed on, but not limited to, Airbus A300 series, Boeing 747 series, McDonnell Douglas DC-10 series, and DC-10-30F (KDC-10) airplanes.

Unsafe Condition

(d) This AD results from three reports of uncontained failures of LPT stage 3 disks and eight reports of cracked LPT stage 3 disks found during shop visit inspections. We are issuing this AD to prevent critical life-limited rotating engine part failure, which could result in an uncontained engine failure and 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.

Borescope Inspection of High-Pressure Turbine (HPT) Stage 1 and Stage 2 Rotor Blades

(f) Within 50 cycles-in-service (CIS) after the effective date of this AD, borescope-inspect the HPT stage 1 and stage 2 rotor blades for wear and damage, including excessive airfoil material loss.

(g) Thereafter, within every 175 CIS, repetitively borescope-inspect the HPT stage 1 and stage 2 rotor blades for wear and damage, including excessive airfoil material loss.

Actions Required Whenever the HPT Rotor Blade Cumulative Airfoil Material Loss is 50% of a Blade or More

(h) Whenever the HPT rotor blade cumulative airfoil material loss is 50% of a blade or more, then before further flight, fluorescent penetrant inspect the inner diameter surface forward cone body (forward spacer arm) of the LPT stage 3 disk.

(i) If the LPT stage 3 disk is cracked or if a circumferential band of fluorescence appears, permanently remove the disk from service.

Alternative Methods of Compliance

(j) The Manager, Engine 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.

2010-06-15 General Electric Company:
Amendment 39-16240. Docket No. FAA-2010-0068; Directorate Identifier 2010-NE-05-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 1, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to General Electric Company (GE) CF6-45A, CF6-45A2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50C2F, CF6-50C2R, CF6-50E, CF6-50E1, and CF6-50E2, series turbofan engines, with any of the following low-pressure turbine (LPT) stage 3 disks installed:

Related Information

(k) Contact Christopher J. Richards, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: christopher.j.richards@faa.gov; telephone (781) 238-7133; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(l) None.

Issued in Burlington, Massachusetts on March 10, 2010.

Peter A. White,

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

[FR Doc. 2010-5777 Filed 3-16-10; 8:45 am]

BILLING CODE 4910-13-P

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

[Docket No. FAA-2009-0331; Directorate Identifier 2008-NE-40-AD; Amendment 39-16235; AD 2010-06-11]

RIN 2120-AA64

Airworthiness Directives; Honeywell International Inc. TFE731 Series Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new 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. This AD requires removing from service certain second stage LPCR discs and/or certain third stage LPCR discs. 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.

DATES: This AD becomes effective April 21, 2010. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of April 21, 2010.

ADDRESSES: You can get the service information identified in this 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.

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.

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: The FAA proposed to amend 14 CFR part 39 with a notice of proposed rulemaking (NPRM) and a supplemental NPRM, to amend 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. That NPRM was published in the **Federal Register** on April 13, 2009 (74 FR 16807) and proposed to remove from service certain second stage LPCR discs

and certain third stage LPCR discs. That supplemental NPRM was published in the **Federal Register** on December 11, 2009 (74 FR 65697). The supplemental NPRM proposed to remove from service certain second stage LPCR discs and/or certain third stage LPCR discs. It also revised the proposed AD to correct a P/N error, to clarify the applicability, and to clarify the instructions in the compliance section.

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 (telephone (800) 647-5527) is provided in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

Comments

We provided the public the opportunity to participate in developing this AD. We responded to the comments received on the NPRM, in the supplemental NPRM. We received no comments on the supplemental NPRM or on the determination of the cost to the public.

Conclusion

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

Costs of Compliance

We estimate that this AD will affect 27 engines installed on airplanes of U.S. registry. We also estimate that it will take about 4 work-hours per engine to perform the actions during scheduled maintenance and 140 work-hours per engine for the actions during unscheduled maintenance. The average labor rate is \$80 per work-hour.

Required parts will cost about \$31,000 per engine. Based on these figures, we estimate the total cost of the 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 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 that this AD:

- (1) Is not a “significant regulatory action” under Executive Order 12866;
- (2) Is not a “significant rule” under 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 summary of the costs to comply with this AD and placed it in

the AD Docket. You may get a copy of this summary at the address listed under **ADDRESSES**.

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 Federal Aviation Administration 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:

2010-06-11 Honeywell International Inc. (Formerly AlliedSignal Inc., formerly Garrett Turbine Engine Company): Amendment 39-16235. Docket No. FAA-2009-0331; Directorate Identifier 2008-NE-40-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 21, 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.

TABLE 1—INSTALLED ON AIRPLANES BY MANUFACTURER—Continued

Manufacturer	Model
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.

Material Incorporated by Reference

(k) You must use the service information specified in the following Table 2 to identify the affected discs requiring removal. The Director of the Federal Register approved the incorporation by reference of the documents listed in the following Table 2 in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact 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 a copy of this service information. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or 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>.

TABLE 2—INCORPORATION BY REFERENCE

Honeywell International Inc. Alert Service Bulletin No.	Page	Revision	Date
TFE731-72-A3748; Total Pages: 18	All	Original	August 21, 2008.
TFE731-72-A3749; Total Pages: 14	All	Original	August 21, 2008.

Issued in Burlington, Massachusetts, on March 5, 2010.

Peter A. White,

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

[FR Doc. 2010-5507 Filed 3-16-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2010-0242; Directorate Identifier 2009-SW-27-AD; Amendment 39-16232; AD 2010-06-08]

RIN 2120-AA64

Airworthiness Directives; Sikorsky Aircraft Corporation Model S-76C Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) for the

specified Sikorsky Aircraft Corporation (Sikorsky) Model S-76C helicopters. This action requires inspecting the emergency flotation system squib connector (flotation system connector) to determine if a metallic foil shunt is installed. This amendment is prompted by a discovery that a metallic foil shunt meant to prevent inadvertent activation of a flotation system during installation was still installed in the left-hand flotation system connector of a Model S-76C helicopter. The actions specified in this AD are intended to determine if a metallic foil shunt is installed in the flotation system, which could prevent the flotation system from deploying and could prevent the helicopter from staying afloat long enough to enable