

2009, at the applicable time specified in paragraph (f)(3)(i) or (f)(3)(ii) of this AD.

(i) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(ii) If the inspection was accomplished prior to the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

#### FAA AD Differences

**Note 1:** This AD differs from the MCAI and/or service information as follows: No differences.

#### Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, 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: Todd Thompson, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1175; fax (425) 227-1149. 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.

(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.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

#### Related Information

(h) Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) Airworthiness Directive 2009-0066, dated March 19, 2009; and Airbus Service Bulletin A380-36-8004, dated February 13, 2009; for related information.

#### Material Incorporated by Reference

(i) You must use Airbus Service Bulletin A380-36-8004, dated February 13, 2009, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Airbus SAS—EANA (Airworthiness Office); 1 Rond Point Maurice

Bellonte, 31707 Blagnac Cedex, France; telephone +33 562 110 253; Fax +33 562 110 307; e-mail [account.airworth-A380@airbus.com](mailto:account.airworth-A380@airbus.com); Internet <http://www.airbus.com>.

(3) 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 or 425-227-1152.

(4) 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 NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on July 6, 2009.

**Ali Bahrami,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. E9-16763 Filed 7-20-09; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA-2008-1311; Directorate Identifier 2007-NE-48-AD; Amendment 39-15976; AD 2009-15-13]**

**RIN 2120-AA64**

#### **Airworthiness Directives; Honeywell International Inc., T5313 and T5317 Series Turboshaft Engines**

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for Honeywell International Inc., T5313 and T5317 series turboshaft engines. This AD requires initial and repetitive visual inspections and initial and repetitive ultrasonic inspections of combustion chamber housings (CCHs) for cracks. This AD results from eight instances of cracks in CCHs. Two of the instances resulted in an engine shutdown during flight. We are issuing this AD to detect cracks in the CCH, which could result in rupture of the CCH, leading to loss of engine power and damage to the helicopter.

**DATES:** This AD becomes effective August 25, 2009. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of August 25, 2009.

**ADDRESSES:** You can get the service information identified in this AD from Honeywell International Inc., P.O. Box 52181, Phoenix, AZ 85072-2181, U.S.A.; telephone (800) 601-3099 (U.S.A.) or (602) 365-3099 (International), Web site: <http://portal.honeywell.com/wps/portal/aero>.

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:**

Robert Baitoo, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; e-mail: [robert.baitoo@faa.gov](mailto:robert.baitoo@faa.gov); telephone (562) 627-5245; fax (562) 627-5210.

**SUPPLEMENTARY INFORMATION:** The FAA proposed to amend 14 CFR part 39 with a proposed AD. The proposed AD applies to Honeywell International Inc., T5313 and T5317 series turboshaft engines. We published the proposed AD in the *Federal Register* on December 16, 2008 (73 FR 76291). That action proposed to require initial and repetitive visual inspections and initial and repetitive ultrasonic inspections of CCHs for cracks.

#### **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 the development of this AD. We received no comments on the proposal or on the determination of the cost to the public.

#### **Change to Optional Terminating Action Paragraph**

We changed optional terminating action paragraph (k) to state that installation of a CCH P/N 1-130-610-19 or 1-130-610R16 terminates the inspection requirements of this AD. These CCHs eliminate the failure mode that cause cracking.

### Incorporation by Reference of Service Bulletin Appendix

Since we issued the proposed AD, we realized that we need to add the incorporation by reference of the Appendix of Honeywell International Inc. Service Bulletin No. T53-0144, Revision 4, dated March 31, 2008 for operators to perform the ultrasonic inspections. We added that reference to inspection paragraphs (i) and (j) of this AD.

### Conclusion

We have carefully reviewed the available data and determined that air safety and the public interest require adopting the AD with the changes described previously.

### Costs of Compliance

We estimate that this AD will affect 100 engines installed on helicopters of U.S. registry. We also estimate that it will take about 3 work-hours per engine to perform the actions, and that the average labor rate is \$80 per work-hour. No parts are required. Based on these figures, we estimate the total cost of the AD to U.S. operators to be \$24,000.

### 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:

**2009-15-13 Honeywell International Inc. (Formerly AlliedSignal and Textron-Lycoming):** Amendment 39-15976. Docket No. FAA-2008-1311; Directorate Identifier 2007-NE-48-AD.

#### Effective Date

- (a) This airworthiness directive (AD) becomes effective August 25, 2009.

#### Affected ADs

- (b) None.

### Applicability

(c) This AD applies to Honeywell International Inc. T5313B, T5317A, T5317A-1, T5317B, and T5317BCV turboshaft engines with combustion chamber housing (CCH), part numbers (P/Ns) 1-130-610-05, 1-130-610-12, and 1-130-610-17, installed. These engines are installed on, but not limited to, Bell 205 and 210 Series and Kaman K-1200 helicopters.

### Unsafe Condition

(d) This AD results from eight instances of cracks in CCHs. Two of the instances resulted in an engine shutdown during flight. We are issuing this AD to detect cracks in the CCH, which could result in rupture of the CCH, leading to loss of engine power and damage to the helicopter.

### 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.

### Initial Visual Inspection

(f) For CCH, P/N 1-130-610-05 and 1-130-610-12, within 50 hours time-in-service (TIS) after the effective date of this AD, inspect the area between points A and B around the entire housing circumference in Figure 1 of this AD for weld repairs and cracks.

(1) If you find any cracks, replace the CCH before further flight. Honeywell International Inc. Alert Service Bulletin (ASB) T53-A0142, Revision 1, dated September 14, 2006, contains additional guidance on replacing the CCH.

(2) If you find any weld repairs, replace the CCH within 100 hours TIS after the visual inspection. Honeywell International Inc. ASB T53-A0142, Revision 1, dated September 14, 2006, contains additional guidance on replacing the CCH.

### Repetitive Visual Inspections

(g) For CCH, P/N 1-130-610-05 and 1-130-610-12, inspect the area between points A and B around the entire housing circumference in Figure 1 of this AD for cracks within every 50 hours time-since-last inspection. Honeywell International Inc. Standard Practices Manual 70-20-02, SP 1302, contains additional guidance on visual inspection.

(h) If you find any cracks, replace the CCH before further flight. Honeywell International Inc. ASB T53-A0142, Revision 1, dated September 14, 2006, contains additional guidance on replacing the CCH.

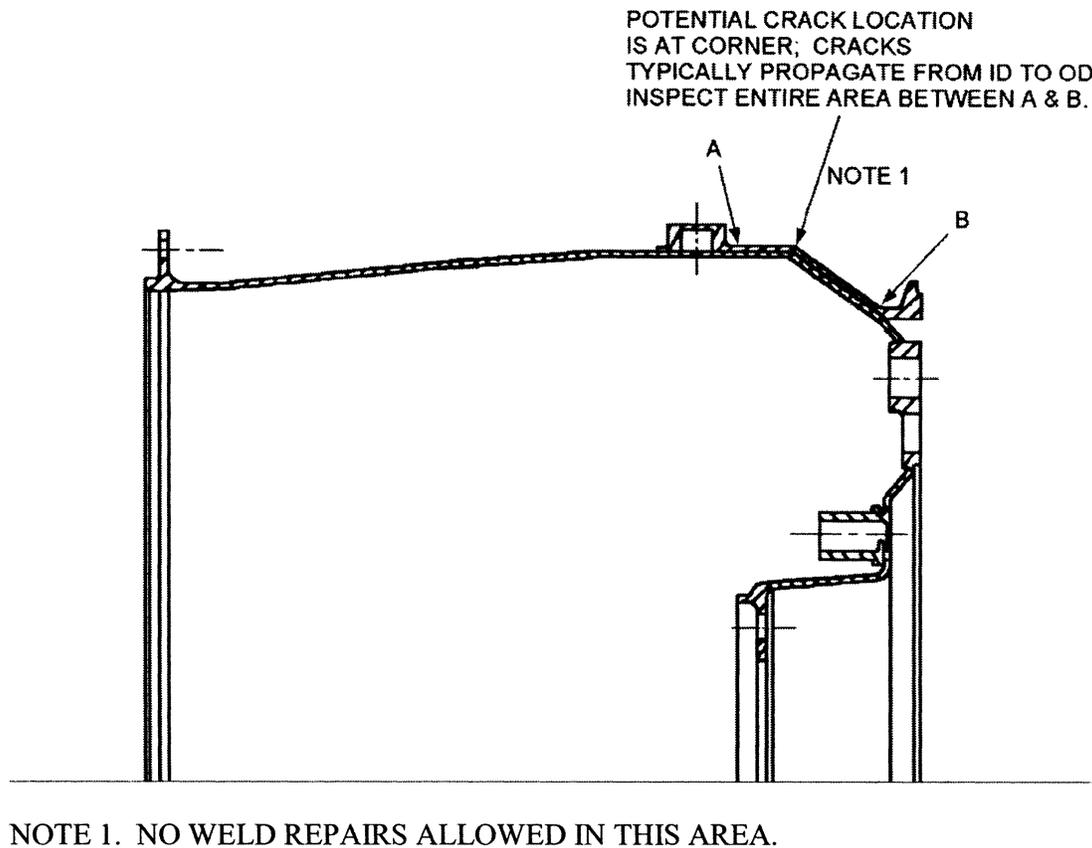


Figure 1. Visual Inspection of CCH

#### Initial Ultrasonic Inspection

(i) Perform an ultrasonic inspection on the CCH. Use Honeywell International Inc. Service Bulletin (SB) No. T53-0144, Revision 4, dated March 31, 2008, section 3.

Accomplishment Instructions and the SB Appendix to perform the ultrasonic inspection at the following compliance times.

(1) For CCH, P/N 1-130-610-05 and 1-130-610-12, within 500 hours TIS or next hot section inspection, whichever occurs first after the effective date of this AD, but not to exceed 6 months after the effective date of this AD.

(2) For CCH, P/N 1-130-610-17, perform at the first overhaul, but do not exceed 5,000 hours or 11,000 cycles, after the effective date of this AD, whichever occurs first.

#### Repetitive Ultrasonic Inspections

(j) Repeat the ultrasonic inspection on the CCH using Honeywell International Inc. SB No. T53-0144, Revision 4, dated March 31, 2008, section 3. Accomplishment Instructions and the SB Appendix at the following compliance times:

(1) Within every 1,200 flights, defined as the cumulative number of landings, since the last inspection; or

(2) Within every 200 flights, if the last inspection had ultrasonic findings as defined in paragraph 3.A.(2) or paragraph 3.A.(3) of Honeywell International Inc. SB No. T53-0144, Revision 4, dated March 31, 2008.

#### Optional Terminating Action

(k) Installation of a CCH P/N 1-130-610-19 or 1-130-610R16, or an FAA approved equivalent part, terminates the inspection requirements of this AD.

#### Alternative Methods of Compliance

(l) 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

(m) Honeywell International Inc. ASB T53-A0142, Revision 1, dated September 14, 2006, and Standard Practices Manual 70-20-02, SP 1302, pertain to the subject of this AD. Contact Honeywell International Inc., P.O. Box 52181, Phoenix, AZ 85072-2181; telephone (800) 601-3099, Web site: <http://portal.honeywell.com/wps/portal/aero>, for a copy of this service information.

(n) Contact Robert Baitoo, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; e-mail: [robert.baitoo@faa.gov](mailto:robert.baitoo@faa.gov); telephone (562) 627-5245; fax (562) 627-5210, for more information about this AD.

#### Material Incorporated by Reference

(o) You must use the service information specified in the following Table 1 to perform the ultrasonic inspections required by this AD. The Director of the Federal Register approved the incorporation by reference of the documents listed in the following Table 1 in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Honeywell International Inc., P.O. Box 52181, Phoenix, AZ 85072-2181; telephone (800) 601-3099, Web site: <http://portal.honeywell.com/wps/portal/aero>, 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 1—INCORPORATION BY REFERENCE

Honeywell International Inc. Service Bulletin No.	Page	Revision	Date
T53-0144, Total Pages: 10 .....	ALL .....	4	March 31, 2008.
T53-0144, Appendix, Total Pages: 13 .....	ALL .....	C	January 25, 2008.

Issued in Burlington, Massachusetts, on July 14, 2009.

**Peter A. White,**

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

[FR Doc. E9-17146 Filed 7-20-09; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2009-0645; Directorate Identifier 2009-NM-034-AD; Amendment 39-15973; AD 2009-15-10]

RIN 2120-AA64

#### **Airworthiness Directives; Airbus Model A330-301, -321, -322, -341, and -342 Series Airplanes, and Airbus Model A340-211, -212, -213, -311, -312, and -313 Series Airplanes**

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (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) 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 accomplishment of A330-300 Airworthiness Limitation Item (ALI) task 57.11.04-01-02 of a fastener hole between stringer 38 and 39 at FR40 rear fitting web, a crack was found on an adjacent hole at vertical post Y1959 lower attachment on both sides.

Other crack findings on this adjacent hole have been reported on A330-300 and A340-200/-300 aircraft as a result of sampling inspections.

If not corrected, crack propagation could result in loss of the fuselage structural integrity.

\* \* \* \* \*

This AD requires actions that are intended to address the unsafe condition described in the MCAI.

**DATES:** This AD becomes effective August 5, 2009.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of August 5, 2009.

We must receive comments on this AD by August 20, 2009.

**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.

#### **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 in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

**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**

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA Airworthiness Directive 2009-0001, dated January 8, 2009 (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

During accomplishment of A330-300 Airworthiness Limitation Item (ALI) task

57.11.04-01-02 of a fastener hole between stringer 38 and 39 at FR40 rear fitting web, a crack was found on an adjacent hole at vertical post Y1959 lower attachment on both sides.

Other crack findings on this adjacent hole have been reported on A330-300 and A340-200/-300 aircraft as a result of sampling inspections.

If not corrected, crack propagation could result in loss of the fuselage structural integrity.

In order to fulfill[] the certification requirements and following a fatigue analysis based on reported findings, a repetitive High Frequency Eddy Current (HFEC) Rototest inspection on the affected adjacent holes on both left hand (LH) and right hand (RH) sides between stringer 38 and 39 at FR40 rear fitting web is required by this AD and, in case of crack finding, the associated corrective actions have to be applied.

The associated corrective actions are oversizing the holes and performing an additional rototest inspection for cracking. If the cracking is within certain limits, the corrective action is to install oversize fasteners. If the cracking exceeds certain limits defined in the service bulletin, the corrective action is contacting Airbus for repair instructions and doing the repair. You may obtain further information by examining the MCAI in the AD docket.

#### **Relevant Service Information**

Airbus has issued Mandatory Service Bulletin A330-57-3107, including Appendices 01 and 02, dated October 7, 2008; and Mandatory Service Bulletin A340-57-4117, including Appendices 01 and 02, dated October 7, 2008. 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 AD**

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