Proposed Rules

DEPARTMENT OF ENERGY

10 CFR Part 429
RIN 1904–AC24

Energy Conservation Program:
Certification, Compliance, and Enforcement for Consumer Products and Commercial and Industrial Equipment

Correction

In proposed rule document 2010–22353 beginning on page 56796 in the issue of Thursday, September 16, 2010 make the following correction:

§429.9 [Corrected]

On page 56816, in §429.9(c), in the first column, §429.9(c)(9) through (10) is being printed in its entirety:

(9)(i) For each basic model of direct heating equipment (not including furnaces) a sample of sufficient size shall be tested to insure that—
(A) Any represented value of estimated annual operating cost, energy consumption or other measure of energy consumption of a basic model for which consumers would favor lower values shall be no less than the higher of:
- (A) The mean of the sample, or
- (B) The upper 97 1/2 percent confidence limit of the true mean divided by 1.05, and
(ii) Any represented value of the energy factor or other measure of energy consumption of a basic model for which consumers would favor higher values shall be no greater than the lower of:
- (A) The mean of the sample, or
- (B) The lower 97 1/2 percent confidence limit of the true mean divided by 0.95.

Federal Register

Vol. 75, No. 192
Tuesday, October 5, 2010

DEPARTMENT OF TRANSPORTATION

14 CFR Part 39
RIN 2120–AA64

Airworthiness Directives; Rolls-Royce plc (RR) RB211–535 Series 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 the products listed above. This proposed 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:

There have been several findings of cracking at the firtrees of LP Turbine discs. Fatigue crack initiation and subsequent crack propagation at the firtree may result in multiple LP Turbine blade release. The latter may potentially be beyond the containment capabilities of the engine casings. Thus, cracking at the firtrees of LP Turbine discs constitutes a potentially unsafe condition.

We are proposing this AD to detect cracks in the low-pressure turbine stage 1, 2, and 3 discs, which could result in an uncontained release of LP turbine blades and damage to the airplane.

DATES: We must receive comments on this proposed AD by November 19, 2010.

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.
- 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.
- Contact Rolls-Royce plc., P.O. Box 31, Derby, DE24 8BJ, United Kingdom; Telephone: 011 44 1332 242424, Fax: 011 44 1332 249936; e-mail: tech.help@rolls-royce.com for the service information identified in this proposed AD or download the publication from https://www.aeromanager.com/.

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 address for the Docket Operations office 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: Ian Dargin, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: ian.dargin@faa.gov; telephone (781) 238–7178; 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–2010–0994; Directorate Identifier 2009–NE–39–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 docket,
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 2009–0244, dated November 9, 2009 (referred to
after this as “the MCAI”), to correct an unsafe condition for the specified
products. The MCAI states:

There have been several findings of
cracking at the firtrees of LP Turbine discs.
Fatigue crack initiation and subsequent crack propagation at the firtree may result in
multiple LP Turbine blade release. The latter may potentially be beyond the containment
capabilities of the engine casings. Thus, cracking at the firtrees of LP Turbine discs
constitutes a potentially unsafe condition. Therefore this Airworthiness Directive
requires a change to the inspection intervals of LP Turbine Discs.

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

Relevant Service Information
Rolls-Royce plc has issued Alert
Service Bulletin (ASB) RB.211–72–
AG272, dated August 5, 2009. 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
the aviation authority of the United
Kingdom, and is approved for operation in the United
Kingdom. Pursuant to our bilateral agreement with the United
Kingdom, they have 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
Based on the service information, we estimate that this proposed AD would
affect about 90 products of U.S. registry. We also estimate that it would take
about 30 work-hours per product to comply with this proposed AD. The
average labor rate is $85 per work-hour.

No parts are required. Based on these
figures, we estimate the cost of the
proposed AD on U.S. operators to be
$229,500.

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 4701: 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, 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 plc: Docket No. FAA–2010–
0994; Directorate Identifier 2009–NE–
39–AD.

Comments Due Date
(a) We must receive comments by
November 19, 2010.

Affected Airworthiness Directives (ADs)
(b) None.

Applicability
(c) This AD applies to Rolls-Royce plc
75, and –535E4–C–37 turbofan engines.
These engines are installed on, but not
limited to, Boeing 757–200 series, –200PF
series, –200CB series, and –300 series
airplanes and Tupolev Tu204 series
airplanes.

Reason
(d) This AD results from several findings
of cracking at the firtrees of low-pressure (LP)
turbine discs. Fatigue crack initiation and
subsequent crack propagation at the firtree
may result in multiple LP turbine blade
release. We are issuing this AD to detect
cracks in the LP turbine stage 1, 2, and 3
discs, which could result in an uncontained
release of LP turbine blades and damage to
the airplane.

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

Initial Inspection Requirements
(1) At the next engine shop visit after the
effective date of this AD, perform a visual
and a fluorescent penetrant inspection (FPI)
of the LP turbine stage 1, 2, and 3 disc. You
can find guidance on the visual and FPI in
Section 3, Accomplishment Instructions, of

Repeat Inspection Requirements
(2) At each engine shop visit after accumulating 1,500 cycles since the last inspection of the LP turbine stage 1, 2 and 3 discs, repeat the inspections specified in paragraph (o)(1) of this AD.

Remove Cracked Discs
(3) If you find cracks, remove the disc from service.

Definitions
(i) For the purpose of this AD, an “engine shop visit” is the induction of an engine into the shop for maintenance involving the separation of pairs of major mating engine flanges, except that the separation of engine flanges solely for the purposes of transportation without subsequent engine maintenance does not constitute an engine shop visit.

FAA AD Differences
(g) This AD differs from the Mandatory Continuing Airworthiness Information (MCAI) and or service information as follows in that while the MCAI compliance requires action at a current shop visit, this AD requires compliance at the next shop visit after the effective date of this AD.

Other FAA AD Provisions
(h) Alternative Methods of Compliance (AMOCs): The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information
(i) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2009–0244, dated November 9, 2009, and Rolls-Royce plc ASB No. RB.211–72–AG272 for related information. Contact Rolls-Royce plc., P.O. Box 31, Derby, DE24 8BJ, United Kingdom; phone: 011 44 1332 242424; fax: 011 44 1332 249956; e-mail: tech.help@rolls-royce.com, for a copy of this service information or download the publication from https://www.aeromanager.com.

(j) Contact Ian Dargin, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: ian.dargin@faa.gov; telephone (781) 238–7178; fax (781) 238–7199, for more information about this AD.

Issued in Burlington, Massachusetts, on September 27, 2010.

Peter A. White,
Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2010–24887 Filed 10–4–10; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2010–0993; Directorate Identifier 2010–NE–08–AD]

RIN 2120–AA64

Airworthiness Directives: Rolls-Royce plc RB211–524 Series, –535 Series, RB211 Trent 700 Series, and RB211 Trent 800 Series 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 the products listed above. This proposed 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:

Cracking has been found on the inner wall between intermediate dilution chutes on a total of five front combustion liners of the standard corresponding to Rolls-Royce RB211 Service Bulletin No. 72–D133. The lives of two of these liners were confirmed to be below the currently valid borescope inspection interval. Ultimately, crack propagation could result in hot gas breakout with potential of downstream component distress and multiple turbine blade release beyond containment capabilities of the engine casings. Thus, cracking of this nature constitutes a potentially unsafe condition.

Since Rolls-Royce Service Bulletin No. 72–E902 introduces further developments of Rolls-Royce RB211 Service Bulletin No. 72–D133, engines incorporating Rolls-Royce RB211 Service Bulletin No. 72–E902 are also considered to be potentially affected and are therefore included in the applicability of this AD.

We are proposing this AD to detect cracks in the front combustion liner, which could result in hot section distress, uncontained multiple blade release and possible damage to the aircraft.

DATES: We must receive comments on this proposed AD by November 19, 2010.

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.

Contact Rolls-Royce plc, P.O. Box 31, Derby, DE24 8BJ, United Kingdom; telephone: 011–44–1332–242424; fax: 011–44–1332–249936 for the service information identified in this proposed AD.

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 (telephone (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:

Ian Dargin, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: ian.dargin@faa.gov; telephone (781) 238–7178; 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–2010–0993; Directorate Identifier 2010–NE–08–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.).