

identified in table 1 of this AD. Cessna Temporary FAA Approved Airplane Flight Manual Change 68FM TC-R09-13, dated October 15, 2010, introduces procedures to use when the left or right generator is selected OFF. Operate the airplane according to the procedures in Cessna Temporary FAA Approved Airplane Flight Manual Change 68FM TC-R09-13, dated October 15, 2010.

TABLE 1—TCs TO REMOVE FROM THE CESSNA 680 AFM

Cessna TCs—	Dated—
68FM TC-R09-09 .....	October 15, 2010.
68FM TC-R09-10 .....	October 15, 2010.
68FM TC-R09-11 .....	October 15, 2010.
68FM TC-R09-12 .....	October 15, 2010.

**Note 1:** Updating the Cessna 680 Citation Sovereign AFM may be done by inserting a copy of Cessna Temporary FAA Approved Airplane Flight Manual Change 68FM TC-R09-13, dated October 15, 2010, into the AFM. When this TC has been included in general revisions of the AFM, the general revisions may be inserted in the AFM, provided the relevant information in the general revision is identical to that in Cessna Temporary FAA Approved Airplane Flight Manual Change 68FM TC-R09-13, and this TC may be removed.

#### Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Wichita Aircraft Certification Office (ACO), ACE-115W, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

#### Related Information

(j) For more information about this AD, contact Nhien Hoang, Aerospace Engineer, Electrical Systems and Avionics Branch, ACE-119W, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; phone: (316) 946-4190; fax: (316) 946-4107; e-mail: [nhien.hoang@faa.gov](mailto:nhien.hoang@faa.gov).

(k) For service information identified in this AD, contact Cessna Aircraft Co., P.O. Box 7706, Wichita, Kansas 67277; telephone 316-517-6215; fax 316-517-5802; e-mail [citationpubs@cessna.textron.com](mailto:citationpubs@cessna.textron.com); Internet <http://www.cessnasupport.com/newlogin.html>. You may review copies of the referenced 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.

Issued in Renton, Washington, on August 25, 2011.

**Ali Bahrami,**

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2011-22225 Filed 8-30-11; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2010-0904; Directorate Identifier 2010-NE-33-AD]

RIN 2120-AA64

#### Airworthiness Directives; Turbomeca Arriel 1B Turboshaft 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:

During quality inspections in repair centre some 2nd stage Nozzle Guide Vanes (NGVs) to be installed on Pre TU 148 standard Arriel 1B were found not conforming to the definition. The affected parts had been repaired and were found drilled on the rear flange instead of the front flange. This configuration corresponds to 2nd stage Turbine NGVs to be installed on post-TU 148 standard Arriel 1B engines. This non compliance may only be found on post-TU 76 standard 2nd stage Turbine NGVs (i.e., with flexible hub).

This non compliance would increase hot gas ingestion and generate an increase of temperature in the Gas Generator (GG) turbine rotor, potentially resulting in turbine damage and an uncommanded in-flight shutdown.

We are proposing this AD to prevent over-temperature damage of the gas generator turbine, which could result in an uncommanded in-flight engine shutdown, and a subsequent forced autorotation landing or accident.

**DATES:** We must receive comments on this proposed AD by October 17, 2011.

**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 Turbomeca, 40220 Tarnos, France; phone: 33 05 59 74 40 00, fax: 33 05 59 74 45 15, 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 (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:** Rose Len, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7772; fax: 781-238-7199; e-mail: [rose.len@faa.gov](mailto:rose.len@faa.gov).

#### 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-2010-0904; Directorate Identifier 2010-NE-33-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 AD 2010–0273R1, dated February 16, 2011 (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

During quality inspections in repair centre some 2nd stage Nozzle Guide Vanes (NGVs) to be installed on Pre TU 148 standard Arriel 1B were found not conforming to the definition. The affected parts had been repaired and were found drilled on the rear flange instead of the front flange. This configuration corresponds to 2nd stage Turbine NGVs to be installed on post-TU 148 standard Arriel 1B engines. This non compliance may only be found on post-TU 76 standard 2nd stage Turbine NGVs (i.e., with flexible hub).

This non compliance would increase hot gas ingestion and generate an increase of temperature in the Gas Generator (GG) turbine rotor, potentially resulting in turbine damage and an uncommanded in-flight shutdown.

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

### Relevant Service Information

Turbomeca has issued Mandatory Service Bulletin (MSB) No. A292 72 0829, Version B, dated December 13, 2010. 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 France and is approved for operation in the United States. Pursuant to our bilateral agreement with France, 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.

This proposed AD would require daily checks for evidence of turbine damage, and removal of the engine from service before further flight if turbine damage is found. This proposed AD would also require inspecting the configuration of the holes in the repaired 2nd stage turbine NGV. If the

holes are non-conforming, then before further flight this proposed AD would require replacing the 2nd stage turbine NGV, 1st stage turbine disc, and 2nd stage turbine disc, with discs eligible for installation.

### Costs of Compliance

Based on the service information, we estimate that this proposed AD would affect about 20 Turbomeca Arriel 1B turboshaft engines installed on helicopters of U.S. registry. We also estimate that it would take about 40 work-hours per engine to inspect a repaired 2nd stage turbine NGV for the non-conforming hole configuration. We also estimate that it would take about 60 work-hours to replace the NGV, the 1st stage turbine disc, and the 2nd stage turbine disc, and that one engine would require these replacements. The average labor rate is \$85 per work-hour. Required parts would cost about \$19,889 per engine. Based on these figures, we estimate the cost of the proposed AD on U.S. operators to be \$92,989. Our cost estimate is exclusive of possible warranty coverage.

### 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, 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:

**Turbomeca:** Docket No. FAA–2010–0904; Directorate Identifier 2010–NE–33–AD.

#### Comments Due Date

- (a) We must receive comments by October 17, 2011.

#### Affected Airworthiness Directives (ADs)

- (b) None.

#### Applicability

(c) This AD applies to Turbomeca Arriel 1B turboshaft engines with M03 modules modified by TU 76 or TU 202, and not modified by TU 148, and if fitted with a repaired 2nd stage turbine nozzle guide vane. The M03 module contains the 2nd stage turbine NGV, 1st stage turbine disc, and 2nd stage turbine disc. Guidance on determining if an engine has an unrepaired 2nd stage turbine nozzle guide vane installed can be found in paragraph 1.C. of Turbomeca Mandatory Service Bulletin (MSB) No. A292 72 0829, Version B, dated December 13, 2010.

#### Reason

(d) During quality inspections in repair centre some 2nd stage Nozzle Guide Vanes (NGVs) to be installed on Pre TU 148 standard Arriel 1B were found not conforming to the definition. The affected parts had been repaired and were found drilled on the rear flange instead of the front flange. This configuration corresponds to 2nd stage Turbine NGVs to be installed on post-TU 148 standard Arriel 1B engines. This non compliance may only be found on post-TU

76 standard 2nd stage Turbine NGVs (i.e., with flexible hub).

This non compliance would increase hot gas ingestion and generate an increase of temperature in the Gas Generator (GG) turbine rotor, potentially resulting in turbine damage and an uncommanded in-flight shutdown. On a single-engine helicopter, this could ultimately lead to an emergency autorotation landing.

We are issuing this AD to prevent over-temperature damage of the gas generator turbine, which could result in an uncommanded in-flight engine shutdown, and a subsequent forced autorotation landing or accident.

**Compliance**

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

**Daily Checks**

(f) Starting from the effective date of this AD, perform a daily check (after last flight of the day) for:

- (1) Normal rundown time of the gas generator rotor; and
  - (2) The free rotation of the gas generator rotor; and
  - (3) No grinding noise during the rundown check, and during the free rotation check of the gas generator rotor.
- (g) Guidance on performing the daily checks can be found in the Maintenance

Manual, task 71-02-09-760-801 and task 05-20-01-200-801.

(h) If the engine fails any of these daily checks, remove the engine from service before further flight.

**Inspection of Repaired 2nd Stage Turbine NGVs**

(i) Inspect the 2nd stage turbine NGV for a non-conforming hole configuration, at the compliance times in Table 1 of this AD. Guidance on 2nd stage turbine NGV non-conforming hole configuration can be found in Turbomeca MSB No. A292 72 0829, Version B, dated December 13, 2010.

TABLE 1—INSPECTION COMPLIANCE TIMES

If accumulated Gas Generator (GG) Cycles-in-Service (CIS) on the effective date of this AD are:	Then inspect:
(1) Fewer than 1,200 CIS on both the 1st and 2nd stage turbines.	Before exceeding 1,500 GG CIS.
(2) 1,200 or more but fewer than 1,800 CIS on either the 1st or 2nd stage turbines.	Before exceeding 300 GG CIS after the effective date of this AD but not to exceed 2,000 CIS on either the 1st or 2nd stage turbines.
(3) 1,800 or more but fewer than 2,400 CIS on either the 1st or 2nd stage turbine.	Before exceeding 200 GG CIS after the effective date of this AD but not to exceed 2,500 CIS on either the 1st or 2nd stage turbines.
(4) Greater than 2,400 CIS on either the 1st or 2nd stage turbine.	Before exceeding 100 GG CIS after the effective date of this AD but not to exceed 3,000 CIS on either the 1st or 2nd stage turbine.

(j) If the configuration of the holes in the repaired 2nd stage turbine NGV are conforming, then no further action is required.

(k) If the configuration of the holes in the repaired 2nd stage turbine NGV are non-conforming, then before further flight:

- (1) Replace the 2nd stage turbine NGV with a 2nd stage turbine NGV eligible for installation; and
- (2) Replace the 1st stage turbine disc and 2nd stage turbine disc with discs eligible for installation.

**Terminating Action**

(l) Complying with paragraph (i) and either paragraph (j) or paragraphs (k)(1) through (k)(2) of this AD, or replacing the M03 module with an M03 module that is eligible for installation, is terminating action for the requirements of this AD.

**Installation Prohibition**

(m) Do not reinstall the 1st stage turbine disc and the 2nd stage turbine disc removed in paragraph (k)(2) of this AD into any engine.

(n) After the effective date of this AD, do not install an M03 module that has incorporated TU 202 but not incorporated TU 148, unless the module is in compliance with the requirements of this AD.

(o) After the effective date of this AD, do not install an M03 module that has incorporated TU 76 but not incorporated TU 148, unless the module is in compliance with the requirements of this AD.

**FAA AD Differences**

(p) This AD differs from the Mandatory Continuing Airworthiness Information

(MCAI) and/or service information as follows:

(1) This AD does not require sending data to Turbomeca to confirm whether Turbomeca MSB No. A292 72 0829, Version B, dated December 13, 2010, is applicable to the operator's engine; the MCAI does.

(2) This AD does not incorporate by reference (IBR) Turbomeca MSB No. A292 72 0829, Version B, dated December 13, 2010; the MCAI does.

(3) This AD requires replacing non-conforming 2nd stage turbine NGVs and 1st stage and 2nd stage turbine discs that were operated with non-conforming 2nd stage turbine NGVs but does not require replacing affected M03 modules. The MCAI requires replacing affected M03 modules with M03 modules eligible for installation.

**Definition**

(q) For the purpose of this AD, a conforming repaired 2nd stage turbine NGV is one with cooling holes in the forward inner flange, and with no cooling holes in the rear flange.

**Alternative Methods of Compliance (AMOCs)**

(r) 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**

(s) Refer to European Aviation Safety Agency AD 2010-0273R1, dated February 16, 2011, and Turbomeca MSB No. A292 72 0829, Version B, dated December 13, 2010, for related information. Contact Turbomeca, 40220 Tarnos, France; telephone 33 05 59 74

40 00, fax 33 05 59 74 45 15, for a copy of this service information.

(t) Contact Rose Len, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: *rose.len@faa.gov*; phone: 781-238-7772; fax: 781-238-7199, for more information about this AD.

Issued in Burlington, Massachusetts, on August 23, 2011.

**Thomas A. Boudreau,**  
*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 2011-22246 Filed 8-30-11; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

**[Docket No. FAA-2011-0912; Directorate Identifier 2011-NM-035-AD]**

**RIN 2120-AA64**

**Airworthiness Directives; 328 Support Services GmbH (Type Certificate Previously Held by AvCraft Aerospace GmbH; Fairchild Dornier GmbH; Dornier Luftfahrt GmbH) Model 328-100 Airplanes**

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