AD. Send your proposal to: Matt Wilbanks, Aerospace Engineer, FAA, Rotorcraft Directorate, Regulations and Policy Group, 2601 Meacham Boulevard, Fort Worth, Texas 76137, telephone (817) 222–5051, email matt.wilbanks@faa.gov.

(2) For operations conducted under a Part 119 operating certificate or under Part 91, Subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

(f) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency AD No. 2011–0033, dated March 15, 2011.

(g) Subject


Issued in Fort Worth, Texas, on February 24, 2012.

Lance T. Gant,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.

We invite you to send any written comments, views, or arguments about this proposed AD by May 8, 2012. Comments Invited

We are proposing this AD because we determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Proposed AD Requirements

This proposed AD would require initial and repetitive operational checks of the overspeed trip system.

Costs of Compliance

We estimate that this proposed AD would affect 188 Honeywell International, Inc. ALF502L–2C; ALF502R–3; ALF502R–3A; ALF502R–5; LF507–1F; and LF507–1H turbofan engines. This proposed AD was prompted by two reports of engines experiencing uncontained release of LP turbine blades. This proposed AD would require operational checks of the engine overspeed trip system. We are proposing this AD to prevent LP turbine overspeed leading to uncontained release of the LP turbine blades and damage to the airplane.

Final Rulemaking Portal: Go to http://www.regulations.gov. Follow the instructions for submitting comments.


Hand Delivery: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.


Exchanging the AD Docket

You may examine the AD docket on the Internet at http://www.regulations.gov; 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 proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (phone: 800–647–5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT:

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the ADDRESSES section. Include “Docket No. FAA–2012–0195; Directorate Identifier 2012–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 because of 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 we receive about this proposed AD.

Discussion

We received two reports of engines experiencing uncontained release of LP turbine blades. Investigation revealed that the overspeed trip system on both of these engines had a preexisting (latent) failure when the fan decoupled from the LP turbine, due to a certain part failing in the reduction gearbox. This condition, if not corrected, could result in LP turbine overspeed leading to uncontained release of the LP turbine blades and damage to the airplane.

Relevant Service Information


FAA’s Determination

We are proposing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Proposed AD Requirements

This proposed AD would require initial and repetitive operational checks of the overspeed trip system.

Costs of Compliance

We estimate that this proposed AD would affect 188 Honeywell International, Inc. ALF502L–2C; ALF502R–3; ALF502R–3A; ALF502R–5; LF507–1F; and LF507–1H turbofan engines, installed on airplanes of U.S. registry. We also estimate that it would take about one work-hour to perform an operational check of the overspeed trip system on each engine. The average labor rate is $85 per work-hour. Based on these figures, we estimate the total cost of this proposed AD for one operational check of the overspeed trip system to U.S. operators, to be $15,980.
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), (3) Will not affect intrastate aviation in Alaska, 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.

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

§ 39.13 [Amended]
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):


(a) Comments Due Date
We must receive comments by May 8, 2012.

(b) Affected ADs
None.

(c) Applicability
This AD applies to Honeywell International, Inc. ALF502L–2C; ALF502R–3; ALF502R–3A; ALF502R–5; LF507–1F; and LF507–1H turbofan engines.

(d) Unsafe Condition
This AD was prompted by two reports of engines experiencing uncontained release of low-pressure (LP) turbine blades. We are issuing this AD to prevent LP turbine overspeed leading to uncontained release of the LP turbine blades and damage to the airplane.

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

(f) Initial Check of the Overspeed Trip System
Within 30 operating hours after the effective date of this AD, perform an initial check of the overspeed trip system, in accordance with the applicable engine manual section listed in Table 1 of this AD.

TABLE 1—APPLICABLE ENGINE MANUAL SECTIONS

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>For LF507–1F Engines</td>
<td>Use Honeywell LF507–1F Engine Manual Section 72–00–00, Inspection/Check-08, Temporary Revision 72–146 1.B.(1) through B.(8), dated November 3, 2006.</td>
</tr>
<tr>
<td>For LF507–1H Engines</td>
<td>Use Honeywell LF507–1H Engine Manual Section 72–00–00, Inspection/Check-08, 1.C.(1), dated September 30, 1999.</td>
</tr>
</tbody>
</table>

(g) Repetitive Checks of the Overspeed Trip System
(1) For ALF502L–2C engines, perform repetitive checks of the overspeed trip system at 100-hour intervals of operation, in accordance with the applicable engine manual section listed in Table 1 of this AD.
(2) For ALF502R–3; ALF502R–3A; ALF502R–5; LF507–1F; and LF507–1H engines, perform repetitive checks of the overspeed trip system once every flight day, in accordance with the applicable engine manual section listed in Table 1 of this AD.

(h) Definition
For the purpose of this AD, a flight day is a 24-hour period during which at least one flight is indicated.

(i) Signing Off of Daily Repetitive Checks
Upon starting the daily repetitive checks, only one sign-off is required attesting to the daily check implementation.

(j) Alternative Methods of Compliance (AMOCs)
The Manager, Los Angeles Aircraft Certification Office, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(k) Related Information
(1) For more information about this AD, contact Robert Baitoo, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Blvd., Lakewood, CA 90712; phone: 562–627–5245; fax: 562–627–5210; email: robert.baitoo@faa.gov.
In Issued in Burlington, Massachusetts, on March 1, 2012.
Peter A. White, Manager Engine & Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2012–5790 Filed 3–8–12; 8:45 am]
BILLING CODE 4910–13–P