

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

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),
- (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, Safety.

### Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA 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 (AD):

**2012-18-16 The Cessna Aircraft Company:** Amendment 39-17193; Docket No.

FAA-2012-0644; Directorate Identifier 2012-NM-011-AD.

#### (a) Effective Date

This AD is effective October 24, 2012.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to The Cessna Aircraft Company Model 750 airplanes, certificated in any category, having serial numbers -0222, -0225 through -0306 inclusive, and -0308.

#### (d) Subject

Joint Aircraft System Component (JASC)/ Air Transport Association (ATA) of America Code 24, Electrical power.

#### (e) Unsafe Condition

This AD was prompted by reports of direct current (DC) generator overvoltage events. We are issuing this AD to prevent DC generator overvoltage events, which could result in smoke in the cockpit and loss of avionics and electrical systems.

#### (f) Compliance

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

#### (g) Replacement

Except as required by paragraph (h) of this AD: Within 6 months after the effective date of this AD, replace the auxiliary power unit generator control unit (GCU) having part number (P/N) 9914752-2 with one having P/N 9914752-6, in accordance with the Accomplishment Instructions of Cessna Service Bulletin SB750-24-30, dated December 5, 2011.

#### (h) Exceptions

(1) Where the Accomplishment Instructions of Cessna Service Bulletin SB750-24-30, dated December 5, 2011, state that operators must return the GCU having P/N 9914752-2 to the manufacturer, this AD does not require that action.

(2) Where the Accomplishment Instructions of Cessna Service Bulletin SB750-24-30, dated December 5, 2011, state that the operator must record that the service bulletin has been completed, this AD does not require that action.

#### (i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita Aircraft Certification Office (ACO), 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.

#### (j) Related Information

For more information about this AD, contact Christine Abraham, 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; telephone: 316-946-4165; fax: 316-946-4107; email: [christine.abraham@faa.gov](mailto:christine.abraham@faa.gov).

#### (k) Material Incorporated by Reference

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

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Cessna Service Bulletin SB750-24-30, dated December 5, 2011.

(ii) Reserved.

(3) 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; email [citationpubs@cessna.textron.com](mailto:citationpubs@cessna.textron.com); Internet <https://www.cessnasupport.com/newlogin.html>.

(4) You may view this service information at FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

(5) You may view this 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/cfr/ibr-locations.html>.

Issued in Renton, Washington, on September 4, 2012.

**Ali Bahrami,**

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

[FR Doc. 2012-22337 Filed 9-18-12; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2011-0997; Directorate Identifier 2011-NM-043-AD; Amendment 39-16963; AD 2012-04-07]

RIN 2120-AA64

#### Airworthiness Directives; Airbus Airplanes

##### Correction

In rule document 2012-4498 appearing on pages 12989-12991 of the issue of Monday, March 5, 2012 make the following correction:

**§ 39.13 [Corrected]**

■ On page 12990, in the second column, in paragraph (g), in the last line, “EASA (or its delegated)” should read “EASA (or its delegated agent).”

[FR Doc. C1-2012-4498 Filed 9-18-12; 8:45 am]

BILLING CODE 1505-01-D

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

[Docket No. FAA-2011-1408; Directorate Identifier 2008-SW-10-AD; Amendment 39-17184; AD 2012-18-08]

RIN 2120-AA64

**Airworthiness Directives; Eurocopter France Helicopters**

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

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for Eurocopter France (Eurocopter) Model SA330F, SA330G, SA330J, AS332C, AS332L, AS332L1, and AS332L2 helicopters to require cleaning, inspecting, and lubricating each tangential gearbox (gearbox) and adjusting, as necessary, the fuel shut-off control lever. This AD was prompted by the jamming of one of two fuel shut-off control levers because of solidified grease in the gearbox. A companion gearbox had extensive corrosion. In case of an emergency, pilots may need to use the control levers to shut off fuel going into the engine and to shut off the helicopter's electrical power system. The jamming of the levers prevents the shut off of the engine fuel and prevents the parallel-mounted micro switches from switching off the electrical power system. These actions are intended to prevent the jamming of the control levers, which could prevent shut-off of the engine fuel and electrical power system during an emergency shutdown. **DATES:** This AD is effective October 24, 2012.

The Director of the Federal Register approved the incorporation by reference certain documents as of October 24, 2012.

**ADDRESSES:** For service information identified in this AD, contact American Eurocopter Corporation, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at <http://www.eurocopter.com/techpub>. You may review a copy of the referenced service information at the FAA, Office of the

Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

**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, any incorporated-by-reference service information, the economic evaluation, any comments received, and other information. The street address for the Docket Operations Office (phone: 800-647-5527) is U.S. Department of Transportation, Docket Operations Office, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Eric Haight, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone (817) 222-5110; email [eric.haight@faa.gov](mailto:eric.haight@faa.gov).

**SUPPLEMENTARY INFORMATION:****Discussion**

On December 28, 2011, at 76 FR 81430, the **Federal Register** published our notice of proposed rulemaking (NPRM), which proposed to amend 14 CFR part 39 to include an AD that would apply to Eurocopter Model SA330F, SA330G, SA330J, AS332C, AS332L, AS332L1, and AS332L2 helicopters. That NPRM proposed to require within 50 hours time-in-service (TIS) cleaning, inspecting and lubricating each gearbox, and adjusting, as necessary, the fuel shut-off control travel.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA Emergency AD No. 2007-0082-E, dated March 27, 2007, to correct an unsafe condition for the Eurocopter Model SA330F, SA330G, SA330J, AS332C, AS332C1, AS332L, AS332L1, and AS332L2 helicopters. EASA advises that the emergency AD was issued following two reports of jamming of one of the fuel shut-off control levers discovered during maintenance. In both cases, this jamming originates from solidified grease in the gearboxes. EASA also found corrosion in a gearbox. Jamming of a fuel shut-off control lever constitutes an unsafe condition because it prevents the shut off of engine fuel and prevents the parallel-mounted electrical micro switches, normally

activated by shutting off both of the fuel shut-off control levers, from switching off the electrical power system during an emergency shut down.

**Comments**

We gave the public the opportunity to participate in developing this AD, but we did not receive any comments on the NPRM.

**FAA's Determination**

We have reviewed the relevant information and determined that an unsafe condition exists and is likely to exist or develop on other helicopters of these same type designs and that air safety and the public interest require adopting the AD requirements as proposed except we are replacing the word “travel” in the required actions paragraph with the more accurate word “lever,” and other minor editorial changes. These changes are consistent with the intent of the proposals in the NPRM and will not increase the economic burden on any operator nor increase the scope of the AD.

**Differences Between This AD and the EASA AD**

- We use the word “inspect” to describe the actions required by a mechanic rather than the word “check.”
- We refer to the compliance time as “hours TIS” rather than “flying hours.”
- We use a different compliance time for inspecting and lubricating the gearboxes.
- We are not including the military model helicopters or Model AS332C1 in the applicability because they are not type certificated in the United States.
- We are not requiring measuring the operating loads of the fuel shut-off controls per paragraph 1.1 of the EASA AD (paragraph 2.B.1 of the Eurocopter Alert Service Bulletin).

**Related Service Information**

Eurocopter has issued an Alert Service Bulletin (ASB), Revision 1, dated March 22, 2007, with three numbers (Nos. 76.00.04, 76.00.03, and 76.03). ASB No. 76.03 applies to the U.S. type-certificated Model SA330F, SA330G, and SA330J and also applies to the non-type-certificated military Model 330 helicopters. ASB No. 76.00.04 applies the U.S. type-certificated Model AS332C, AS332L, AS332L1, and AS332L2 helicopters and also applies to the non-type-certificated AS332C1 and military Model 332 helicopters. ASB No. 76.00.03 applies to the non-type-certificated military Model 532 helicopters. EASA classified this service information as mandatory and issued Emergency AD No. 2007-0082-E, dated