

**(f) Borescope Inspections**

(1) Borescope-inspect to verify the presence of a retaining ring securing the PT baffle located near the second stage PT disk, as follows:

(i) For engines with 2,200 PT cycles or more on the effective date of this AD, inspect within 100 operating hours or 150 PT cycles, whichever occurs first.

(ii) For engines with more than 1,400 PT cycles but fewer than 2,200 PT cycles on the effective date of this AD, inspect within 250 operating hours, 350 PT cycles, or before exceeding 2,350 PT cycles, whichever occurs first.

(iii) For engines with 1,400 PT cycles or fewer on the effective date of this AD, inspect within 500 operating hours, 750 PT cycles, or before exceeding 1,750 PT cycles, whichever occurs first.

(2) Thereafter, repetitively borescope-inspect to verify the presence of the retaining ring securing the PT baffle located near the second stage PT disk, on or before an additional 600 flight hours or 900 PT cycles, whichever occurs first.

(3) Use P&WC Alert SB No. PT6C-72-A41060, Revision 3, dated October 11, 2012, paragraphs 3.A.(1) through 3.A.(6) to do the borescope inspections required by this AD.

(4) If the retaining ring is missing or the PT baffle is out of position, then remove the engine from service before further flight.

**(g) Optional Terminating Action**

Performing the engine improvement modifications in P&WC SB No. PT6C-72-41056, Revision 5, dated January 17, 2013, paragraphs 3.A. through 3.C.(12) and 3.E.(1) through 3.E.(15), is an optional terminating action to the repetitive inspections required by this AD.

**(h) Credit for Previous Actions**

(1) If you performed the initial borescope inspection before the effective date of this AD using P&WC Special Instruction No. 45-2011R2, dated July 27, 2011, or P&WC Alert SB No. PT6C-72-A41060, dated August 12, 2011, or Revision 1, dated September 29, 2011, or Revision 2, dated February 10, 2012, you met the requirements of paragraph (f)(1) of this AD.

(2) If you performed the engine modification before the effective date of this AD using P&WC SB No. PT6C-72-41056, dated April 1, 2011, or Revision 1, dated June 17, 2011, or Revision 2, dated October 6, 2011, or Revision 3, dated February 3, 2012, or Revision 4, dated February 13, 2012, you met the requirements of this AD and no further action is required.

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

The Manager, Engine Certification Office, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

**(j) Related Information**

(1) For more information about this AD, contact James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803;

email: [james.lawrence@faa.gov](mailto:james.lawrence@faa.gov); phone: 781-238-7176; fax: 781-238-7199.

(2) Refer to Transport Canada AD CF-2012-24, dated August 2, 2012, for related information.

**(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) Pratt & Whitney Canada Corp (P&WC) Alert Service Bulletin (SB) No. PT6C-72-A41060, Revision 3, dated October 11, 2012.

(ii) P&WC SB No. PT6C-72-41056, Revision 5, dated January 17, 2013.

(3) For service information identified in this AD, contact Pratt & Whitney Canada Corp., 1000 Marie-Victorin, Longueuil, Quebec, Canada, J4G 1A1; phone: 800-268-8000; fax: 450-647-2888; Web site: <http://www.pwc.ca>.

(4) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(5) You may view this service information 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 Burlington, Massachusetts, on February 1, 2013.

**Colleen M. D'Alessandro,**

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

[FR Doc. 2013-03266 Filed 2-15-13; 8:45 am]

**BILLING CODE 4910-13-P**

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

**[Docket No. FAA-2012-0942; Directorate Identifier 2012-NE-24-AD; Amendment 39-17355; AD 2013-03-21]**

**RIN 2120-AA64**

**Airworthiness Directives; Pratt & Whitney Canada Corp. Turboshaft Engines**

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

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for certain serial number Pratt & Whitney Canada Corp. PW206B, PW206B2, PW206C, PW207C, PW207D, PW207D1, PW207D2, and PW207E turboshaft engines. This AD was prompted by the

discovery that certain power turbine (PT) disks were made to specific heat codes that may not achieve the maximum in-service life. This AD requires re-identification of the PT disk to a part number (P/N) with a lower life limit. We are issuing this AD to prevent possible uncontained PT disk failure and loss of helicopter control.

**DATES:** This AD becomes effective March 26, 2013. The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of March 26, 2013.

**ADDRESSES:** 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:**

James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7176; fax: 781-238-7199; email: [james.lawrence@faa.gov](mailto:james.lawrence@faa.gov).

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

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the **Federal Register** on November 7, 2012 (77 FR 66767). That NPRM proposed to correct an unsafe condition for the specified products. The Mandatory Continuing Airworthiness Information states:

Certain power turbine (PT) disks, part number (P/N) 3044188-01, made to specific heat codes may not achieve the established maximum in-service life when installed in Turbomachinery Assembly P/N 3058588. The PT disk in-service life for engines using this specific PT disk and compressor turbine (CT) vane combination is reduced when operated in a particular temperature and speed environment.

**Comments**

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM (77 FR 66767, November 7, 2012).

**Conclusion**

We reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed (77 FR 66767, November 7, 2012).

**Costs of Compliance**

We estimate that this AD will affect about 83 engines installed on

helicopters of U.S. registry. We also estimate that it will take about 4 hours per engine to comply with this AD. The average labor rate is \$85 per hour. Prorated parts life will cost about \$8,900. Based on these figures, we estimate the cost of this AD on U.S. operators to be \$766,920.

#### 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 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 this AD:

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 AD and placed it in the AD docket.

#### 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 (phone: 800-647-5527) is provided in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

#### 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 AD:

**2013-03-21 Pratt & Whitney Canada Corp.:**  
Amendment 39-17355; Docket No. FAA-2012-0942; Directorate Identifier 2012-NE-24-AD.

#### (a) Effective Date

This airworthiness directive (AD) becomes effective March 26, 2013.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to Pratt & Whitney Canada Corp. (P&WC) model PW206B, PW206B2, PW206C, PW207C, PW207D, PW207D1, PW207D2, and PW207E turboshaft engines.

#### (d) Reason

This AD was prompted by the discovery that certain power turbine (PT) disks, part number (P/N) 3044188-01, made to specific heat codes that may not achieve the established maximum in-service life when installed in Turbomachinery Assembly P/N 3058588. The PT disk in-service life for engines using this specific PT disk and compressor turbine vane combination is reduced when operated in a particular temperature and speed environment. We are issuing this AD to prevent possible uncontained PT disk failure and loss of helicopter control.

#### (e) Actions and Compliance

Unless already done, do the following actions.

#### (f) Affected PT Disks Installed With Turbomachinery Assembly P/N 3058588 Installation

(1) For any PT disk P/N 3044188-01 that is listed by serial number (S/N) in Table 1 of P&WC Alert Service Bulletin (ASB) No. PW200-72-A28311, Revision 2, dated July 24, 2012, and, that is installed or that had

previously been installed with Turbomachinery Assembly P/N 3058588 installation, do the following:

(i) Remove the PT disk P/N 3044188-01 from service before it reaches 10,000 cycles-since-new (CSN).

(ii) Re-identify the PT disk to P/N 3072542-01, at the next engine shop visit, not to exceed 10,000 CSN on the PT disk, before reinstalling it in any engine. Use paragraphs 3.B.(1) through 3.B.(1)(b)4 of the Accomplishment Instructions of P&WC ASB No. PW200-72-A28311, Revision 2, dated July 24, 2012, to do the re-identification.

(iii) After re-identification of the PT disk to P/N 3072542-01, retain the total cycles accumulated as P/N 3044188-01. The cycles remaining on the re-identified P/N 3072542-01 PT disk must be calculated using the difference between the published life limit of P/N 3072542-01 and the total number of cycles accumulated as P/N 3044188-01. The maximum in-service life of PT disk, P/N 3072542-01, is 10,000 CSN.

(2) After the effective date of this AD, do not install any PT disk, P/N 3044188-01, that is listed in Table 1 of P&WC ASB No. PW200-72-A28311, Revision 2, dated July 24, 2012, in any engine with Turbomachinery Assembly P/N 3058588 installation, unless the PT disk has been re-identified to P/N 3072542-01. Use paragraphs 3.B.(1) through 3.B.(1)(b)4 of the Accomplishment Instructions of P&WC ASB No. PW200-72-A28311, Revision 2, dated July 24, 2012, to do the PT disk re-identification.

#### (g) Credit for Actions Accomplished in Accordance With Previous Service Information

You may take credit for the re-identification of the PT disk that is required by this AD if you performed the re-identification before the effective date of this AD using P&WC ASB No. PW200-72-A28311, dated March 1, 2012, or P&WC ASB No. PW200-72-A28311, Revision 1, dated March 22, 2012.

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

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

#### (i) Related Information

(1) For more information about this AD, contact James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7176; fax: 781-238-7199; email: [james.lawrence@faa.gov](mailto:james.lawrence@faa.gov).

(2) Refer to Transport Canada AD CF-2012-23, dated July 26, 2012, for related information.

(3) The Engine Maintenance Manual (EMM) Temporary Revisions (TRs) listed in Table 1 to paragraph (i)(3) of this AD pertain to the subject of this AD.

TABLE 1 TO PARAGRAPH (I)(3)—EMM TRS

EMM P/Ns:	TR Nos.:
3071602 .....	AL-3, AL-4
3043612 .....	AL-12, AL-13
3043322 .....	AL-16
3039732 .....	AL-18, AL-19
3038324 .....	AL-20

**(j) 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) Pratt & Whitney Canada Corp. Alert Service Bulletin No. PW200-72-A28311, Revision 2, dated July 24, 2012.

(ii) Reserved.

(3) For service information identified in this AD, contact Pratt & Whitney Canada Corp., 1000 Marie-Victorin, Longueuil, Quebec, Canada, J4G 1A1; phone: 800-268-8000; fax: 450-647-2888; Web site: [www.pwc.ca](http://www.pwc.ca).

(4) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(5) You may view this service information 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 Burlington, Massachusetts, on February 7, 2013.

**Robert J. Ganley,**

*Acting Manager, Engine & Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 2013-03412 Filed 2-15-13; 8:45 am]

**BILLING CODE 4910-13-P**

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

[Docket No. FAA-2012-0986; Directorate Identifier 2012-NM-077-AD; Amendment 39-17357; AD 2013-03-23]

**RIN 2120-AA64**

**Airworthiness Directives; Gulfstream Aerospace LP (Type Certificate Previously Held by Israel Aircraft Industries, Ltd.) Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for all Gulfstream Aerospace LP (Type Certificate Previously Held by Israel Aircraft Industries, Ltd.) Model Gulfstream G150 airplanes. This AD was prompted by a review that determined that the runway slope and anti-ice corrections to  $V_1$  and take-off distances in the Gulfstream G150 Airplane Flight Manual (AFM) were presented in a non-conservative manner. This AD requires revising the performance section of the AFM to include procedures to advise the flightcrew of certain runway slope and anti-ice corrections and take-off distance values. We are issuing this AD to prevent the use of published non-conservative data, which could result in the inability to meet the required take-off performance, with consequent hazard to safe operation during performance-limited take-off operations.

**DATES:** This AD becomes effective March 26, 2013.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of March 26, 2013.

**ADDRESSES:** You may examine the AD docket on the Internet at <http://www.regulations.gov> or in person at the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Tom Groves, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1503; fax 425-227-1149.

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

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the **Federal Register** on September 20, 2012 (77 FR 58323). That NPRM proposed to correct an unsafe condition for the specified products. The Mandatory Continuing Airworthiness Information (MCAI) states:

This [Israeli] AD mandates revised limitations in the G150 AFM, pertaining to the Performance Section. Each operator must incorporate Temporary Rev. 3 to the G150 AFM.

The unsafe condition is the use of published non-conservative data, which could result in the inability to meet the

required take-off performance, with consequent hazard to safe operation during performance-limited take-off operations. You may obtain further information by examining the MCAI in the AD docket.

**Comments**

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM (77 FR 58323, September 20, 2012) or on the determination of the cost to the public.

**Conclusion**

We reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed except for minor editorial changes. We have determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM (77 FR 58323, September 20, 2012) for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM (77 FR 58323, September 20, 2012).

**Costs of Compliance**

We estimate that this AD will affect 56 products of U.S. registry. We also estimate that it will take about 1 work-hour per product to comply with the basic requirements of this AD. The average labor rate is \$85 per work-hour. Based on these figures, we estimate the cost of this AD to the U.S. operators to be \$4,760, or \$85 per product.

**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 AD will not have federalism implications under