of the service information identified in paragraphs (c)(2)(ii), (c)(2)(iii), (c)(2)(iv), and (c)(2)(v) of this AD.


(d) Subject
Air Transport Association (ATA) of America Code 53, Fuselage.

(e) Reason
This AD was prompted by a report that cracking was found in area 2 of the frame base fittings between frame 41 and frame 46. We are issuing this AD to detect and correct cracking in area 2 of the frame base fittings between frame 41 and frame 46, which could adversely affect the structural integrity of the airplane.

(f) Compliance
You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

(g) Maintenance Records Check and Frame Base Fitting Inspection
Within 1,000 flight hours after the effective date of this AD: Check the airplane maintenance records to determine if repairs were done in area 1 of the frame base fittings as defined in Appendix 1 of Airbus Alert Operators Transmission A53W001–12, dated July 4, 2012.

(h) Frame Base Fitting Inspection
If, during any records check required by paragraph (g) of this AD, it is determined that area 1 of the frame base fittings was repaired: Within 1,000 flight hours after the effective date of this AD do a detailed inspection of the frame base fittings between frame 41 and frame 46 in the area 2 defined in Appendix 1 of Airbus Alert Operators Transmission A53W001–12, dated July 4, 2012.

(i) Corrective Action
If any cracking is found during any detailed inspection required by paragraph (h) of this AD: Before further flight, repair the cracking using a method approved by the Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent).

(j) Other FAA AD Provisions
The following provisions also apply to this AD:
(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
14 CFR Part 39
RIN 2120–AA64
Airworthiness Directives; Rolls-Royce plc Turboprop Engines
AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Notice of proposed rulemaking (NPRM).
SUMMARY: We propose to supersede an existing airworthiness directive (AD)
that applies to all Rolls-Royce plc (RR) model RB211 Trent 533–61, 553A2–61, 556–61, 556A2–61, 556B–61, 556B2–61, 560–61, and 560A2–61; and RB211 Trent 768–60, 772–60, and 772B–60; and RB211–Trent 875–17, 877–17, 884–17, 884B–17, 892–17, 892B–17, and 895–17; and RB211–524G2–T–19, –524G3–T–19, –524H–T–36, and –524H2–T–19 turbofan engines that have a high-pressure (HP) compressor stage 1 to 4 rotor disc installed, with a certain part number (P/N) installed. The existing AD requires repetitive inspections of the axial dovetail slots, and follow-on corrective action depending on findings. This proposed AD expands the population of affected parts. This proposed AD also changes, for the purposes of this AD, the definition of “engine shop visit.” We are proposing this AD to detect cracks in the HP compressor stage 1 and 2 disc posts, which could result in failure of the disc post and HP compressor blades, damage to the engine, and damage to the airplane.
DATES: We must receive comments on this proposed AD by July 15, 2013.
ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:
• Federal eRulemaking Portal: Go to http://www.regulations.gov. Follow the instructions for submitting comments.
• Fax: 202–493–2251.
• Hand Delivery: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.
For service information identified in this AD, contact Rolls-Royce plc, Corporate Communications, P.O. Box 31, Derby, England, DE248BJ; phone: 011–44–1332–242424; fax: 011–44–1332–249936; or email: http://www.rolls-royce.com/contact/civil_team.jsp; or download the publication from https://www.aeromanager.com. You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781–238–7125.
Examining 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
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 proposed AD. Send your comments to an address listed under the ADDRESSES section. Include “Docket No. FAA–2010–0562; Directorate Identifier 2009–NE–29–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

On February 23, 2012, we issued AD 2012–04–13, Amendment 39–16969 (77 FR 13483, March 7, 2012), for all RR RB211 Trent 553–61, 553A–61, 556–61, 556A–61, 556B–61, 556B2–61, 560–61, and 560A–61; and RB211 Trent 768–60, 772–60, and 772B–60; and RB211–Trent 875–17, 877–17, 884–17, 894B–17, 892–17, 892B–17, and 895–17; and RB211–524C2–T–19, –524G3–T–19, –524H–T–36, and –524H2–T–19 turbofan engines that have a HP compressor rotor stage 1 to 4 rotor disc installed, with a P/N listed in Table 1 of that AD. That AD requires repetitive inspections of the axial dovetail slots, and follow-on corrective action depending on findings. That AD changed the definition of a shop visit to be less restrictive. We issued that AD to detect cracks in the HP compressor stage 1 and 2 disc posts, which could result in failure post and HP compressor blades, damage to the engine, and damage to the airplane.

Actions Since Existing AD Was Issued

Since we issued AD 2012–04–13, Amendment 39–16969 (77 FR 13483, March 7, 2012), RR engineering identified additional affected HP compressor rotor discs that require the same action. As a result of the additional population of discs, this proposed rule would increase the total cost to the U.S. fleet.

Also, since we issued AD 2012–04–13, Amendment 39–16969 (77 FR 13483, March 7, 2012), we changed the definition of “engine shop visit” to be less restrictive. In the existing AD, we define “engine shop visit” to be whenever all compressor blades are removed from the HP compressor drum. In this proposed AD, we define “engine shop visit” to be whenever the HP compressor rotor is accessible for removal of the compressor blades. Under the revised definition in this proposed AD, engine shop visit will occur more frequently, likely resulting in earlier inspection of the Stage 1 to 4 rotor disc than would occur under the original definition. This is more in line with the instructions in revised RR Alert Non-Modification Service Bulletin (NMSB) RB.211–72–AF964, Revision 3, dated January 11, 2013.

Relevant Service Information

We reviewed RR Alert NMSB RB.211–72–AF964, Revision 3, dated January 11, 2013. The Alert NMSB describes procedures for cleaning and inspecting the axial dovetail slots. We also reviewed European Aviation Safety Agency AD No. 2013–0042, dated February 26, 2013, which requires inspection of the new rotor discs.

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 on products identified as same type designs.

Proposed AD Requirements

This proposed AD would retain all of the requirements of AD 2012–04–13, Amendment 39–16969 (77 FR 13483, March 7, 2012). This proposed AD would expand the population of parts to be inspected.

Costs of Compliance

We estimate that this proposed AD would affect about 432 engines installed on airplanes of U.S. registry. We also estimate that it would take about 20 hours per product to comply with this AD. The labor rate is $85 per hour. No parts would be required per product. Based on these figures, we estimate the cost of the AD on U.S. operators to be $734,400.

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 have 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 that the 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 to the extent that it justifies making a regulatory distinction, 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.

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 removing airworthiness directive (AD) 2012–04–13, Amendment 39–16969 (77 FR 13483, March 7, 2012), and adding the following new AD:

(a) Comments Due Date
The FAA must receive comments on this AD action by July 15, 2013.

(b) Affected ADs

Table 1 to Paragraph (c)—Affected HP Compressor Stage 1 to 4 Rotor Disc P/Ns by Engine Model

<table>
<thead>
<tr>
<th>Engine model</th>
<th>HP Compressor stage 1 to 4 rotor disc P/N</th>
</tr>
</thead>
<tbody>
<tr>
<td>(2) RB211 Trent 768–60, 772–60, and 772B–60</td>
<td>FK22745, FK24031, FK23313, FK25502, FK26185, FK32129, FW20195, FW20196, FW20197, FW20638, FW23711, FW88695, FW88696, FW88697, FW88698, FW88699, FW88700, FW88701, FW88702, or FW88703.</td>
</tr>
<tr>
<td>(3) RB211 Trent 875–17, 877–17, 884–17, 884B–17, 892–17, 892B–17, and 895–17.</td>
<td>FK24009, FK26167, FK32580, FW11590, FW16622, FW88723, FW88724, or FW88725.</td>
</tr>
</tbody>
</table>

(d) Unsafe Condition
We are issuing this AD to detect cracks in the HP compressor stage 1 and 2 disc posts, which could result in failure of the disc post and HP compressor blades, damage to the engine, and damage to the airplane.

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

(f) Cleaning and Inspection
(1) Clean and perform a fluorescent-penetrant inspection of the HP compressor stage 1 to 4 rotor disc at the first shop visit after accumulating 1,000 cycles since new on the stage 1 to 4 rotor disc, or at the next shop visit after the effective date of this AD, whichever occurs later.


(3) Thereafter, at every engine shop visit, perform the cleaning and inspection required by paragraph (e) of this AD.

(4) If on the effective date of this AD, an engine with an affected part has 1,000 CSN or more, and is in the shop, perform the cleaning and inspection required by paragraph (e) of this AD before return to service.

(5) If cracks or anomalies are found during the inspection required by paragraph (e) of this AD, accomplish the applicable corrective actions before return to service.

(g) Definition
For the purpose of this AD, an “engine shop visit” is whenever the HP compressor rotor is accessible for removal of the compressor blades.