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SMALL BUSINESS ADMINISTRATION
13 CFR Part 121
RIN 3245–AG29
Small Business Size Standards; Educational Services; Correction
Correction
In rule document 2013–14263, appearing on pages 36083–36084 in the issue of Monday, June 17, 2013, make the following correction:

§ 121.201 What size standards has SBA identified by North American Industry Classification System codes? [Corrected]

On page 36083, in the table entitled “SMALL BUSINESS SIZE STANDARDS BY NAICS INDUSTRY”, in the third column, in the third row, “16 55.5” should read “16 35.5”.

[FR Doc. C–1–2013–14263 Filed 6–21–13; 8:45 am]
BILLING CODE 1505–01–D

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration
14 CFR Part 39
RIN 2120–AA64
Airworthiness Directives; Pilatus Aircraft Ltd. Airplanes
AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).
ACTION: Final rule.
SUMMARY: We are superseding an existing airworthiness directive (AD) for Pilatus Aircraft Ltd. Models PC–6, PC–6/B–H2, PC–6/B–H2, PC–6/B2–H2, PC–6/B2–H4, PC–6/C–H2, and PC–6/C1–H2 airplanes. This 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 failure to inspect and maintain stabilizer-trim attachment components and the flap actuator could result in loss of control. We are issuing this proposed AD to require actions to address the unsafe condition on these products.

DATES: This AD is effective July 29, 2013.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of July 29, 2013.


For service information identified in this AD, contact PILATUS AIRCRAFT LTD., Customer Service Manager, CH–6371 STANS, Switzerland; telephone: +41 (0) 41 619 65 01; fax: +41 (0) 41 619 65 76; Internet: http://www.pilatus-aircraft.com/#32. You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329–4148.

FOR FURTHER INFORMATION CONTACT: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4059; fax: (816) 329–4090; email: doug.rudolph@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 March 7, 2013 (78 FR 14729), and proposed to supersede AD 2011–01–14, Amendment 39–16571 76 FR 5467; February 1, 2011). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states that:

The mandatory instructions and airworthiness limitations applicable to the Structure and Components of the PC–6 are specified in the Aircraft Maintenance Manual (AMM) under Chapter 4 or in the Airworthiness Limitations Document (ALS), depending on the aeroplane model.

These documents include the maintenance instructions and/or airworthiness limitations developed by Pilatus Aircraft Ltd. and approved by EASA. Failure to comply with these instructions and limitations could potentially lead to an unsafe condition. To address this potentially unsafe condition EASA issued AD 2010–0176 to require implementation of maintenance instructions and/or airworthiness limitations in accordance with Pilatus PC–6 ALS issue 1, dated 14 May 2010 and Pilatus PC–6 AMM Chapter 4, issue 12, dated 14 May 2010.

Since that AD was issued, Pilatus Aircraft Ltd published Pilatus PC–6 AMM (Number 01975) Chapter 4, issue 16 and PC–6 ALS (Number 02334) issue 3 to introduce a threshold for replacement of previously not listed Flap Actuator.

For the reason described above, this AD retains the requirement of AD 2010–0176, which is superseded, and requires the implementation of more restrictive maintenance requirements and/or airworthiness limitation as specified in issue 16 of Chapter 4 of AMM and issue 3 of ALS. This AD also requires replacement of any Flap Actuator which, on the effective date of this AD, has accumulated or exceeded 7 years since new or since last overhaul.

Comments
We gave the public the opportunity to participate in developing this AD. The following presents the comments received on the proposal and the FAA’s response to each comment.

Use Latest Revision of the Airplane Maintenance Manual

Pilatus Aircraft stated that the latest revision of the Aircraft Maintenance Manual (AMM) 01975 be quoted in the AD, which is Pilatus PC–6 B2–H2/B2–H4 Maintenance Manual, document No. 01975, Revision No. 17, dated December 31, 2012. They stated this will prevent applications for an alternative method of compliance (AMOC) shortly after AD release and that the Airworthiness Limitations Section (ALS) section remained unchanged in this revision of the AMM. They stated the AMM update was released after the MCAI was submitted and the Aircraft Limitations
document 02334 at Revision No. 3, dated July 31, 2012, is correct. We agree and have added the reference to Pilatus PC–6 B2–H2/B2–H4 Maintenance Manual, document No. 01975, Revision No. 17, dated December 31, 2012 in paragraph (f)(1) of this AD.

Requested Change to Compliance Time

Pilatus Aircraft stated they found the compliance time for pilots is not long enough if they have more than 8 years between audits. We agree and have added the reference to Pilatus PC–6 B2–H2/B2–H4 Maintenance Manual, document No. 01975, Revision No. 17, dated December 31, 2012 in paragraph (f)(1) of this AD.

Costs of Compliance

We estimate that this AD will affect 15 products of U.S. registry. We also estimate that it would take about 7 work-hours 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 the AD on U.S. operators to be $8,925, or $595 per product. We also estimate that the cost of the AD on U.S. operators to be $8,925, or $595 per product.

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

§ 39.13 [Amended]

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

2. The FAA amends § 39.13 by removing Amendment 39–16571 (76 FR 5467, February 1, 2011) and adding the following new AD:

2013–11–08 Pilatus Aircraft Ltd. Airplanes

(a) Effective Date

This airworthiness directive (AD) becomes effective July 29, 2013.

(b) Affected ADs

This AD supersedes AD number 2011–01–14, Amendment 39–16571 (76 FR 5467; February 1, 2011).

(c) Applicability


Note 1 of paragraph (c): For MSN 2001–2092, these airplanes are also identified as Fairchild Republic Company PC–6 airplanes, Fairchild Industries PC–6 airplanes, Fairchild Heli Porter PC–6 airplanes, or Fairchild-Hiller Corporation PC–6 airplanes.

(d) Subject

Air Transport Association of America (ATA) Code 5: Time Limits.

(e) Reason

This AD was prompted by inspection requirements of the stabilizer-trim attachment components. The inspection requirements have been revised to now include an additional inspection requirement for the flap actuator. We are issuing this proposed AD to update the maintenance program with new requirements and limitations.

(f) Actions and Compliance

Unless already done, do the following actions:

1. For all affected Models PC–6/B2–H2 and PC–6/B2–H4: Before further flight after July 29, 2013 (the effective date of this AD), incorporate the maintenance requirements as specified in Chapter 04, Airworthiness Limitations, dated July 31, 2012, of the Pilatus PC–6 Maintenance Manual; and into your

(2) For all affected Models PC–6 other than the Models PC–6/B2–H2 and PC–6/B2–H4: Before further flight after July 29, 2013 (the effective date of this AD), incorporate the maintenance requirements as specified in Pilatus PC–6 Airworthiness Limitations, Document No. 02334, Revision No. 3, dated July 31, 2012, into your FAA-accepted maintenance program.

(3) For all Models PC–6 airplanes: If the actuator has accumulated 3,500 hours TIS or more since new or last overhauled or 7 years or more since new or last overhauled, whichever occurs first, replacement of the flap actuator (except part numbers 978.73.14.101 and 978.73.14.103) is required within 350 hours TIS after July 29, 2013 (the effective date of this AD) or 6 months after July 29, 2013 (the effective date of this AD), whichever occurs first. Actuators with less than 3,500 hours TIS or 7 years since new or last overhauled are covered by the ALS requirement.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329–4148.

(3) For Pilatus Aircraft Ltd., service information identified in this AD, contact Pilatus Aircraft Ltd., Customer Service Manager, CH–6371 STANS, Switzerland; telephone: +41 (0) 41 619 65 01; fax: +41 (0) 41 619 65 76; Internet: http://www.pilatus-aircraft.com/#32.

(4) You may view this service information at FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329–4148.

(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 202–741–6036, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Kansas City, Missouri, on May 22, 2013.

Earl Lawrence,
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2013–14967 Filed 6–21–13; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Rolls-Royce plc Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for all Rolls-Royce plc (RR) model RB211 Trent 768–60, 772–60, and 772B–60 turbofan engines. This AD was prompted by low-pressure (LP) compressor blade partial airfoil release events. This AD requires a one-time ultrasonic C-scan inspection of LP compressor blades that had accumulated more than 2,500 flight cycles (FC) since new. We are issuing this AD to prevent LP compressor blade airfoil separations, engine damage, and damage to the airplane.

DATES: This AD becomes effective July 29, 2013. The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of July 29, 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.

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.

FOR FURTHER INFORMATION CONTACT:

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 January 31, 2013 (78 FR 6749). That NPRM proposed to require a one-time ultrasonic C-scan inspection of LP compressor blades that have accumulated more than 2,500 FC since new. The European Aviation Safety Agency (EASA) subsequently superseded EASA AD 2012–0247, dated November 20, 2012, by issuing EASA AD 2013–0060, dated March 11, 2013, to include a re-inspection requirement for certain LP compressor blades that were not inspected correctly.

The new mandatory continuing airworthiness information (MCAI) states:

Low-Pressure (LP) compressor partial airfoil blade release events have occurred in service on RR Trent 700 engines. While primary containment of the released sections has been achieved in each case, some of the