

(e) Compliance

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

(1) For second-stage HPT air seals that have 1,200 or fewer cycles since new (CSN) on the effective date of this AD, perform an initial on-wing eddy current inspection (ECI) or initial in-shop fluorescent-penetrant inspection (FPI) for cracks within 2,200 CSN.

(2) For second-stage HPT air seals that have more than 1,200 CSN on the effective date of this AD, perform an initial on-wing ECI or initial in-shop FPI for cracks within 1,000 cycles after the effective date of this AD.

(3) Thereafter, repeat either the on-wing ECI or in-shop FPI every 1,200 cycles or fewer, since last inspection, depending on the results of the inspection.

(4) For the on-wing ECI, use section 4.0 of the Appendix of PW Alert Service Bulletin (ASB) No. PW4G-112-A72-330, Revision 2, dated July 11, 2013, to perform the inspection and use paragraph 8 of the Accomplishment Instructions of PW ASB No. PW4G-112-A72-330, Revision 2, dated July 11, 2013, to disposition the results of the inspection.

(5) For the in-shop FPI, remove the air seal from service if you find a crack.

(f) Credit for Previous Actions

You may take credit for ECIs performed prior to the effective date of this AD using PW ASB No. PW4G-112-A72-330, dated December 3, 2012 or PW ASB No. PW4G-112-A72-330, Revision 1, dated February 26, 2013.

(g) 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.

(h) Related Information

For more information about this AD, contact James Gray, Aerospace Engineer, Engine & Propeller Directorate, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7742; fax: 781-238-7199; email: james.e.gray@faa.gov.

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 Alert Service Bulletin No. PW4G-112-A72-330, Revision 2, dated July 11, 2013.

(ii) Reserved.

(3) For service information identified in this AD, contact Pratt & Whitney, 400 Main St., East Hartford, CT 06108; phone: 860-565-8770; fax: 860-565-4503.

(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 July 19, 2013.

Colleen M. D'Alessandro,

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

[FR Doc. 2013-19429 Filed 8-12-13; 8:45 am]

BILLING CODE 4910-13-P

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

[Docket No. FAA-2013-0145; Directorate Identifier 2012-SW-059-AD; Amendment 39-17554; AD 2013-16-16]

RIN 2120-AA64

Airworthiness Directives; Agusta S.p.A. and Bell Helicopter Textron Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for Agusta S.p.A. (Agusta) Model AB412 and AB412 EP, and Bell Helicopter Textron (Bell) Model 412, 412CF, and 412EP helicopters with certain DART Aerospace Ltd. (Dart) high gear aft crosstubes (crosstube) installed. This AD requires adding a life limit of 10,000 landings to the crosstube and removing from service any crosstubes with more than 10,000 accumulated landings. This AD is prompted by five separate reports of crosstube failures. The actions in this AD are intended to prevent failure of the crosstube and subsequent collapse of the landing gear.

DATES: This AD is effective September 17, 2013.

ADDRESSES: For service information identified in this AD, contact Dart Aerospace LTD., 1270 Aberdeen St, Hawkesbury, ON, K6A 1K7, Canada; telephone: 1 613 632 5200; Fax: 1 613 632 5246; or at www.dartaero.com. You may review 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, the foreign authority's 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:

Jeffrey Zimmer, Airframe Engineer, New York Aircraft Certification Office, Engine and Propeller Directorate, FAA, 1600 Stewart Ave., Suite 410, Westbury, New York 11590; telephone (516) 228-7306; email jeffrey.zimmer@faa.gov.

SUPPLEMENTARY INFORMATION:**Discussion**

On February 25, 2013, at 78 FR 12646, 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 Agusta Model AB412 and AB412 EP, and Bell Model 412, 412CF, and 412EP helicopters with certain Dart crosstubes installed. The NPRM proposed to require establishing a component history card for each crosstube, P/N D412-664-203; revising the airworthiness limitations of the maintenance manual to establish a life limit of 10,000 landings for each crosstube; and removing from service any crosstube with more than 10,000 landings. The proposed requirements were intended to prevent failure of the crosstube and subsequent collapse of the landing gear.

The NPRM was prompted by AD No. CF-2012-14R1, dated May 9, 2012, issued by Transport Canada Civil Aviation (TCCA), which is the aviation authority for Canada. TCCA issued AD No. CF-2012-14R1 to correct an unsafe condition for the Dart high gear aft crosstube assembly, part number (P/N) D412-664-203, approved under TCCA Supplemental Type Certificate (STC) SH01-9, FAA STC No. SR01298NY, and European Aviation Safety Agency STC IM.R.S.01304, and installed on Agusta Model AB412 and AB412 EP and Bell Model 412, 412EP, and 412CF helicopters. TCCA advises that they have received five reports of these crosstubes failing. According to TCCA, based on these reports, the affected crosstube requires a life limitation of 10,000 landings. As a result, TCCA issued AD No. CF-2012-14R1, which

requires amending the instructions for continued airworthiness (ICA) to establish the new life limitation, and removing from service all crosstubs with more than 10,000 landings.

Comments

We gave the public the opportunity to participate in developing this AD, but we did not receive any comments on the NPRM (78 FR 12646, February 25, 2013).

FAA's Determination

These helicopters have been approved by the aviation authority of Canada and are approved for operation in the United States. Pursuant to our bilateral agreement with Canada, TCCA, its technical representative, has notified us of the unsafe condition described in the TCCA AD. We are issuing this AD because we evaluated all information provided by TCCA and determined the 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.

Related Service Information

We reviewed Dart ICA No. ICA–D212–664, Revision 8, dated October 20, 2011, which contains the airworthiness limitations, inspection requirements, proper placards and markings, and maintenance procedures for crosstube P/N D212–664 and D412–664. Revision 8 establishes a life limit of 10,000 landings for crosstube P/N D412–664–203.

Costs of Compliance

We estimate that this AD will affect 76 helicopters of U.S. Registry. Based on an average labor cost of \$85 per hour, we estimate that operators may incur the following costs in order to comply with this AD. Creating a component history card and amending the ICA requires about 1 work-hour, for a cost per helicopter of \$85 and a total cost to U.S. operators of \$6,460. Replacing a crosstube that has exceeded its life-limit requires about 6 work-hours and required parts will cost about \$10,351, for a total cost per helicopter of \$10,861.

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 helicopters 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 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.

We prepared an economic evaluation of the estimated costs to comply with this AD and placed it in the AD docket.

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):

2013–16–16 Agusta S.p.A. and Bell Helicopter Textron Helicopters:

Amendment 39–17554; Docket No. FAA–2013–0145; Directorate Identifier 2013–SW–059–AD.

(a) Applicability

This AD applies to Agusta S.p.A. Model AB412 and AB412 EP helicopters and Bell Helicopter Textron Model 412, 412CF, and 412EP helicopters with a DART Aerospace Ltd. high gear aft crosstube (crosstube), part number (P/N) D412–664–203 installed under Supplemental Type Certificate (STC) No. SR01298NY, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as failure of a crosstube, which could result in collapse of the landing gear.

(c) Effective Date

This AD becomes effective September 17, 2013.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

Within 30 days:

- (1) Create a component history card or equivalent record for each crosstube. Determine the number of landings on each crosstube and enter it on the component history card or equivalent record. If the number of landings is unknown, calculate 10 landings per flight hour.
- (2) Revise the Airworthiness Limitations section of the maintenance manual to reflect that crosstube, P/N D412–664–203, has a retirement life of 10,000 landings.
- (3) Remove from service any crosstube with a number of landings equal to or greater than 10,000.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, New York Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Ave., Suite 410, Westbury, New York 11590; telephone (516) 228–7300; fax (516) 794–5531.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR 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.

(g) Additional Information

(1) Dart Instructions for Continued Airworthiness No. ICA–D212–664, Revision 8, dated October 20, 2011, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Dart Aerospace LTD., 1270 Aberdeen St, Hawkesbury, ON, K6A 1K7, Canada; telephone: 1 613 632 5200; Fax: 1 613 632 5246; or at www.dartaero.com. You

may review a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(2) The subject of this AD is addressed in Transport Canada Civil Aviation (TCCA) AD No. CF-2012-14R1, dated May 9, 2012. You may view a copy of the TCCA AD and a copy of STC No. SR01298NY in the AD Docket on the Internet at <http://www.regulations.gov>.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 3213: Main Landing Gear Strut/Axle/Truck.

Issued in Fort Worth, Texas, on August 2, 2013.

Lance T. Gant,

Acting Directorate Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2013-19434 Filed 8-12-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2012-0566; Directorate Identifier 2011-SW-008-AD; Amendment 39-17065; AD 2012-11-02]

RIN 2120-AA64

Airworthiness Directives; Eurocopter Deutschland GmbH Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: The FAA is correcting an airworthiness directive (AD) that was published in the **Federal Register**. The AD applies to certain Eurocopter Deutschland GmbH (Eurocopter) Model EC135 helicopters. The reference to Title 14, Code of Federal Regulations (14 CFR) 91.173 in the Required Actions section is incorrect. This document corrects that error. In all other respects, the original document remains the same.

DATES: This final rule is effective August 13, 2013. The effective date for AD 2012-11-02 (77 FR 37790, June 25, 2012) remains July 10, 2012.

ADDRESSES: 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 AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800-647-5527) is Document Management Facility, U.S. Department of Transportation, Docket

Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT:

Sharon Miles, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Policy Group, FAA, 2601 Meacham Blvd., Fort Worth, TX 76137; phone: (817) 222-5110; fax: (817) 222-5110; email: sharon.y.miles@faa.gov.

SUPPLEMENTARY INFORMATION: AD 2012-11-02, Amendment 39-17065 (77 FR 37790, June 25, 2012), applies to certain Eurocopter Model EC135 helicopters. AD 2012-11-02 currently requires, in part, visually checking the ring frame which connects the tail rotor Fenestron housing to the tailboom for a crack before further flight and thereafter at each preflight check, and allows this check to be performed by a pilot if certain regulatory recordkeeping requirements are met. As such, AD 2012-11-02 currently includes the following as the last sentence under paragraph (f)(1): “The record must be maintained as required by 14 CFR 91.173, 121.380, or 134.439.”

As published, the reference to 14 CFR 91.173 is incorrect. The correct reference is to 14 CFR 91.417.

No other part of the preamble or regulatory information has been changed; therefore, only the changed portion of the final rule is being published in the **Federal Register**.

Correction of Regulatory Text

§ 39.13 [Corrected]

In the **Federal Register** of June 25, 2012, on page 37792, in the third column, the last sentence of paragraph (f)(1) is corrected to read as follows:

* * * * *

The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

* * * * *

Issued in Fort Worth, Texas, on August 2, 2013.

Lance T. Gant,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2013-19447 Filed 8-12-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2012-1297; Directorate Identifier 2012-SW-100-AD; Amendment 39-17285; AD 2012-25-04]

RIN 2120-AA64

Airworthiness Directives; Eurocopter France Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: The FAA is correcting an airworthiness directive (AD) that was published in the **Federal Register**. The AD applies to certain Eurocopter France (Eurocopter) Model AS350B3 helicopters. The reference to Title 14, Code of Federal Regulations (14 CFR) 91.173 in the Required Actions section is incorrect. This document corrects that error. In all other respects, the original document remains the same.

DATES: This final rule is effective August 13, 2013. The effective date for AD 2012-25-04 (78 FR 24041, April 24, 2013) remains May 9, 2013.

ADDRESSES: 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 AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800-647-5527) is Document Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT:

Robert Grant, Aviation Safety Engineer, Rotorcraft Directorate, Safety Management Group, FAA, 2601 Meacham Blvd., Fort Worth, TX 76137; phone: (817) 222-5110; fax: (817) 222-5110; email: robert.grant@faa.gov.

SUPPLEMENTARY INFORMATION: AD 2012-25-04, Amendment 39-17285 (78 FR 24041, April 24, 2013), applies to certain Eurocopter Model AS350B3 helicopters. AD 2012-25-04 currently requires, in part, before further flight and thereafter after each flight without exceeding 3 hours time-in-service between two checks, visually checking each laminated half bearing for certain conditions, and allows this check to be performed by a pilot if certain regulatory recordkeeping requirements