This AD applies to Rolls-Royce plc (RR)
RB211–535E4–37, RB211–535E4–B–37, 
RB211–535E4–C–37, and RB–211–535E4–B– 
75 model turbofan engines except those with 
fan blades that have all incorporated Rolls-
Royce Service Bulletin (SB) RB.211–72– 
C946, Revision 4, dated June 22, 2010 (or any 
earlier revision).

(h) Optional Terminating Action
Modification of any RR RB211–535E4–37, 
RB211–535E4–B–37, RB211–535E4–C–37, and 
RB–211–535E4–B–75 model turbofan 
engine in accordance with Rolls-Royce SB 
RB.211–72–C946, Revision 4, dated June 22, 2010, constitutes terminating action to this 
AD.

(i) Credit for Previous Actions
Any initial ultrasonic inspection 
accomplished before the effective date of this 
AD that uses Rolls-Royce NMSB No. RB.211–72–C879, Revision 8, dated November 18, 
2015, or earlier versions, meets the 
requirement of that single repetitive 
inspection, as applicable. Further repetitive 
inspections, as mandated by paragraph (g) 
of this AD, are still required.

(j) Alternative Methods of Compliance 
(AMOCs)
(1) The Manager, ECO Branch, 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 ECO Branch, send it to 
the attention of the person identified in 
paragraph (k)(1) of this AD. You may email 
your request to: ANE-AD-AMOCs@faa.gov. 
(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.

(k) Related Information
(1) For more information about this 
AD, contact Matthew Smith, Aerospace Engineer, 
ECO Branch, FAA, 1200 District Avenue, 
Burlington, MA 01803; phone: 781–238–7735; fax: 781–238–7199; email: 
matthew.c.smith@faa.gov.
(2) Refer to European Union 
Aviation Safety Agency (EASA) AD 2018–0202R1, 
dated September 25, 2018, for more 
information. You may examine the EASA AD 
in the AD docket on the internet at 
http://www.regulations.gov for searching for 
(3) For RR service information identified in 
this AD, contact Rolls-Royce plc, PO Box 31, 
Derby, England, DE248BJ; telephone: 011– 
You may view this referenced service 
information at the FAA, Engine & Propeller 
Standards Branch, 1200 District Avenue, 
Burlington, MA 01803. For information on 
the availability of this material at the FAA, call 
781–238–7759.

Issued in Burlington, Massachusetts, on 
May 13, 2019.

Robert J. Ganley, 
Manager, Engine & Propeller Standards 
Branch, Aircraft Certification Service.

[FR Doc. 2019–10233 Filed 5–17–19; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39
[DOcket No. FAA–2019–0274; Product 
Identifier 2019–NE–07–AD]

RIN 2120–AA64

Airworthiness Directives; International 
Aero Engines AG Turbofan Engines

AGENCY: Federal Aviation 
Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking 
(NPRM).

SUMMARY: We propose to adopt a new 
airworthiness directive (AD) for all 
International Aero Engines AG (IAE) 
V2525–D5 and V2528–D5 model 
turbofan engines. This proposed AD 
was prompted by reports of cracked 
turbine exhaust cases (TECs). This 
proposed AD would require initial and 
repetitive inspections of the affected 
TEC and,
 depending on the results of the inspections, its replacement with a part eligible for installation. We are proposing this AD to address the unsafe condition on these products.

DATES: We must receive comments on this proposed AD by July 5, 2019.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- 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 NPRM, contact International Aero Engines AG, 400 Main Street, East Hartford, CT, 06118; phone: 800–565–0140; email: help24@pw.utc.com; internet: http://fleetcare.pw.utc.com. You may view this service information at the FAA, Engine and Propeller Standards Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781–238–7759.

Examining the AD Docket

You may examine the AD docket on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA–2019–0274; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this NPRM, the regulatory evaluation, any comments received, and other information. The street address for Docket Operations (phone: 800–647–5527) is listed above. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT:

Martin Adler, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781–238–7157; fax: 781–238–7199; email: Martin.Adler@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the ADDRESSES section. Include “Docket No. FAA–2019–0274; Product Identifier 2019–NE–07–AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this NPRM. We will consider all comments received by the closing date and may amend this NPRM 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 NPRM.

Discussion

We learned of cracks along the rear mount stiffener rail on the turbofan engine TECs that were found during routine inspections. After an investigation, IAE concluded that the cracks were due to corrosion pitting at a high-stress location. This condition, if not addressed, could result in failure of the TEC, engine separation, and loss of the airplane.

Related Service Information Under 1 CFR Part 51

We reviewed IAE Non-Modification Service Bulletin (NMSB) V2500–ENG–72–0694, Revision No. 2, dated July 2, 2018. The NMSB describes procedures for detecting any cracks that develop along the rear mount stiffener rail on the TEC. This service information is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the ADDRESSES section.

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 in other products of the same type design.

Proposed AD Requirements

This proposed AD would require initial and repetitive inspections of the affected TEC and, depending on the results of the inspections, its replacement with a part eligible for installation.

Costs of Compliance

We estimate that this proposed AD affects 173 engines installed on airplanes of U.S. registry. We estimate the following costs to comply with this proposed AD:

<table>
<thead>
<tr>
<th>Action</th>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Cost per product</th>
<th>Cost on U.S. operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inspect turbine exhaust case</td>
<td>3 work-hours x $85 per hour = $255</td>
<td>$0</td>
<td>$255</td>
<td>$44,115</td>
</tr>
</tbody>
</table>

We estimate the following costs to do any necessary replacements that would be required based on the results of the proposed inspection. We have no way of determining the number of aircraft that might need this replacement:

<table>
<thead>
<tr>
<th>Action</th>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Cost per product</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replace turbine exhaust case</td>
<td>2 work-hours x $85 per hour = $170</td>
<td>$725,000</td>
<td>$725,170</td>
</tr>
</tbody>
</table>

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,
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 adding the following new airworthiness directive (AD):

International Aero Engines AG: Docket No.
FAA–2019–0274; Product Identifier
2019–NE–07–AD.

(a) Comments Due Date
We must receive comments by July 5, 2019.

(b) Affected ADs
None.

(c) Applicability
This AD applies to all International Aero
Engines model turbofan engines.

(d) Subject
Joint Aircraft System Component (JASC)
Code 7250, Turbine section.

(e) Unsafe Condition
This AD was prompted by reports of a
cracked turbine exhaust case (TEC). We are
issuing this AD to prevent failure of the TEC.
The unsafe condition, if not addressed, could
result in engine separation and loss of the
airplane.

(f) Compliance
Comply with this AD within the
cracking indications specified, unless already
done.

(g) Required Actions
(1) At the next engine shop visit, but not
later than 4,000 flight cycles (FCs) after the
effective date of this AD, perform an eddy
current inspection (ECI) and high sensitivity
fluorescent penetrant inspection (FPI) of the
TEC front and rear mount stiffener rails for
breaking indications as follows:

(i) Perform an ECI using the
Accomplishment Instructions, Part I—For
Engines Installed on Aircraft, paragraphs 2
through 19 inclusive, or Part II—For Engines
Not Installed on Aircraft, paragraphs 2
through 18 inclusive, of IAE NMSB
V2500–ENG–72–0694, Revision No. 1, dated
July 2, 2018 (“IAE NMSB V2500–ENG–72–
0694”).

(ii) If a rejectable indication was found
during the ECI, perform a local high
sensitivity FPI to confirm a crack.

(iii) If a rejectable indication was found
during the ECI, but no crack(s) were
confirmed using the local high sensitivity
FPI, then clean, blend, and repeat the ECI in
the local area of the part. Use the
Accomplishment Instructions, Part I—For
Engines Installed on Aircraft, paragraph
20.A.(3), or Part II—For Engines Not Installed
on Aircraft, paragraph 19.A.(3), of IAE NMSB
V2500–ENG–72–0694 to perform the
cleaning and blending.

(2) Before using any approved AMOCs
identified in paragraph (m)(1) of this AD.

(i) No Reporting Requirement
No reporting requirement contained within
the NMSB referenced in paragraph (g) of this
AD is required by this AD.

(j) Definition
For the purpose of this AD, an “engine
shop visit” is the induction of an engine into
the shop for maintenance involving the
separation of pairs of major mating engine
flanges, except that the separation of
generator flanges solely for the purposes of
transportation without subsequent engine
maintenance does not constitute an engine
shop visit.

(k) Special Flight Permit
A special flight permit is not permitted if
the crack indication extends past the mount
stiffener rail or if there is evidence of an FPI
indication on the outer diameter of the case.

(l) Alternative Methods of Compliance
(AMOCs)
(1) The Manager, ECO Branch, 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 certification office,
send it to the attention of the person
identified in paragraph (m)(1) of this AD.
You may email your request to: ANE-AD-
AMOC@faa.gov.

(2) Before using any approved AMOC,
notify your appropriate principal inspector,
or lacking a principal inspector, the manager

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:

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:

22742 Federal Register / Vol. 84, No. 97 / Monday, May 20, 2019 / Proposed Rules
of the local flight standards district office/certificate holding district office.

(m) Related Information

(1) For more information about this AD, contact Martin Adler, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781–238–7157; fax: 781–238–7199; email: Martin.Adler@faa.gov.

(2) For service information identified in this AD, contact International Aero Engines AG, 400 Main Street, East Hartford, CT 06118; phone: 800–565–0140; email: help24@pw.utc.com; internet: http://fleetcare.pw.utc.com. You may view this referenced service information at the FAA, Engine and Propeller Standards Branch, 1200 District Avenue, Burlington, MA, 01803.

Issued in Burlington, Massachusetts, on May 13, 2019.

Robert J. Ganley,
Manager, Engine and Propeller Standards Branch, Aircraft Certification Service.

[FR Doc. 2019–10231 Filed 5–17–19; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

AIRWORTHINESS DIRECTIVES; INTERNATIONAL AERO ENGINES AG TURBOFAN ENGINES

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for certain International Aero Engines AG (IAE) V2500 model turbofan engines. This proposed AD was prompted by an inspection that determined that material anomalies exist in certain low-pressure turbine (LPT) stage 6 disks. This proposed AD would require removal from service of the affected LPT stage 6 disks and their replacement with a part eligible for installation. We are proposing this AD to address the unsafe condition on these products.

DATES: We must receive comments on this proposed AD by July 5, 2019.

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 Department of Transportation, Docket Operations, M–1110, 1200 New Jersey Avenue SE, Room W12–140, Washington, DC 20590.
• E-mail: public.docket@faa.gov.

Hand delivery and fax comments receive the same treatment by the agency.

FOR FURTHER INFORMATION CONTACT:
Scott Hopper, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781–238–7154; fax: 781–238–7199; email: scott.hopper@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the ADDRESSES section. Include “Docket No. FAA–2019–0268; Product Identifier 2019–NE–08–AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this NPRM. We will consider all comments received by the closing date and may amend this NPRM 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 NPRM.

Discussion

We received reports based on an inspection of material anomalies in certain LPT stage 6 disks. A manufacturer produced 18 V2500 LPT stage 6 disks from ATI, a supplier of material ingots, in late 2017. Six of those disks were rejected prior to shipment by MTU Aero Engines, a disk supplier, for melt defects at final inspection. The other twelve disks that initially passed inspection are now considered suspect. Four disk were recovered and quarantined prior to entering into service. This AD addresses the eight remaining affected disks. The material anomaly may reduce the life of the LPT stage 6 disks; therefore, all affected disks must be removed from service within the times specified in this AD. This condition, if not addressed, could result in failure of the LPT, uncontained release of the LPT stage 6 disk, damage to the engine, and damage to the airplane.

Related Service Information


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 in other products of the same type design.

Proposed AD Requirements

This proposed AD would require removal and replacement of the affected LPT stage 6 disks.

Costs of Compliance

We estimate that this proposed AD affects 1 engine installed on airplanes of U.S. registry.

We estimate the following costs to comply with this proposed AD: