

Directorate, 901 Locust, Room 302, Kansas City, MO 64106; telephone: (816) 329-4146; facsimile: (816) 329-4090.

*Is There Other Information That Relates to This Subject?*

(g) New Zealand Airworthiness Directive Number DCA/40XL/1, dated June 24, 2004, also addresses the subject of this AD.

*May I Get Copies of the Documents Referenced in This AD?*

(h) To get copies of the documents referenced in this AD, contact Pacific Aerospace Corporation, Ltd., Hamilton Airport, Private Bag HN 3027, Hamilton, New Zealand; telephone: 64 7 843 6144; facsimile: 64 7 843 6134. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC, or on the Internet at <http://dms.dot.gov>. This is docket number FAA-2004-19444.

Issued in Kansas City, Missouri, on November 15, 2004.

**Scott L. Sedgwick,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 04-25795 Filed 11-19-04; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2004-19648; Directorate Identifier 2004-NE-31-AD]

RIN 2120-AA64

**Airworthiness Directives; Rolls-Royce Corporation (formerly Allison Engine Company) 250-B17B, -B17C, -B17D, -B17E, -C20, -C20B, -C20F, -C20J, -C20S, and -C20W Turboprop and Turboshaft Engines**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** The FAA proposes to adopt a new airworthiness directive (AD) for Rolls-Royce Corporation (RRC) (formerly Allison Engine Company) 250-B17B, -B17C, -B17D, -B17E, -C20, -C20B, -C20F, -C20J, -C20S, and -C20W turboprop and turboshaft engines that do not have turbine energy absorbing ring, part number (P/N) 23035175, installed. This proposed AD would require installation of a turbine energy absorbing ring in the plane of the 1st stage turbine wheel. This proposed AD may also require installation of 1st stage turbine nozzles, 2nd stage turbine nozzles, and a gas producer support assembly, all modified to allow for

installation of the turbine energy absorbing ring. This proposed AD results from an unacceptable rate of uncontained 1st stage turbine wheel failures. We are proposing this AD to minimize the risk of uncontained 1st stage turbine wheel fragments from causing damage to the aircraft or damage to the second engine on twin-engine installations which could lead to loss of control and loss of the aircraft.

**DATES:** We must receive any comments on this proposed AD by January 21, 2005.

**ADDRESSES:** Use one of the following addresses to submit comments on this proposed AD.

- DOT Docket Web site: Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.
- Government-wide rulemaking Web site: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.
- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.
- Fax: (202) 493-2251.
- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

You can get the service information identified in this proposed AD from Rolls-Royce Corporation, P.O. Box 420, Indianapolis, IN 46206-0420; telephone (317) 230-6400; fax (317) 230-4243.

You may examine the comments on this proposed AD in the AD docket on the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Melissa T. Bradley, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, 2300 East Devon Avenue, Des Plaines, IL 60018-4696; telephone (847) 294-8110; fax (847) 294-7834.

#### SUPPLEMENTARY INFORMATION:

##### Docket Management System (DMS)

We have implemented new procedures for maintaining AD dockets electronically. As of May 17, 2004, we post new AD actions on the DMS and assign a DMS docket number. We track each action and assign a corresponding Directorate identifier. The DMS docket No. is in the form "Docket No. FAA-200X-XXXXX." Each DMS docket also lists the Directorate identifier ("Old Docket Number") as a cross-reference for searching purposes.

#### Comments Invited

We invite you to submit any written relevant data, views, or arguments regarding this proposal. Send your comments to an address listed under **ADDRESSES**. Include "Docket No. FAA-2004-19648; Directorate Identifier 2004-NE-31-AD" in the subject line of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the proposed AD. We will consider all comments received by the closing date and may amend the proposed AD in light of those comments.

We will post all comments we receive, without change, to <http://dms.dot.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this proposed AD. Using the search function of the DMS Web site, anyone can find and read the comments in any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78), or you may visit <http://dms.dot.gov>.

#### Examining the AD Docket

You may examine the docket that contains the proposal, any comments received and, any final disposition in person at the DMS Docket Offices between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone (800) 647-5227) is located on the plaza level of the Department of Transportation Nassif Building at the street address stated in **ADDRESSES**. Comments will be available in the AD docket shortly after the DMS receives them.

#### Discussion

RRC conducted an analysis of uncontained 1st stage turbine wheel failures and the effects on aircraft. The 1st stage turbine wheel can fail as a result of in-service damage or gas producer tiebolt failure. The in-service damage is caused primarily by thermal fatigue to the turbine wheels during hot starts but has also been linked to improper alignment of the combustion liner and oil fires.

The manufacturer developed a turbine energy absorbing ring to render turbine wheel fragments non-hazardous. We have determined the present rate of hazardous 1st stage turbine wheel

failures is unacceptable. This condition, if not corrected, could result in hazardous uncontained 1st stage turbine wheel fragments causing damage to the airframe and the second engine on twin-engine installations which could lead to loss of control and loss of the aircraft.

#### Relevant Service Information

We have reviewed and approved the technical contents of RRC Alert Commercial Engine Bulletin No. CEB-A-1255, Revision 4, dated September 29, 2004, that describes procedures for installing a turbine energy absorbing ring in the plane of the 1st stage turbine wheel. We have also reviewed and approved the technical contents of RRC Alert Commercial Engine Bulletin No. CEB-A-1254, Revision 3, dated May 21, 2004, that describes procedures for modifying and installing a certain P/N gas producer support assembly. We have also reviewed and approved the technical contents of RRC Alert Commercial Engine Bulletin No. CEB-A-1253, Revision 4, dated May 21, 2004, that describes procedures for modifying and installing a certain P/N 1st stage turbine nozzle, and certain P/N 2nd stage turbine nozzle. The actions required by RRC Alert Commercial Engine Bulletin No. CEB-A-1254 and No. CEB-A-1253, if necessary, must be done before or simultaneously with the actions of Alert Commercial Engine Bulletin No. CEB-A-1255.

#### FAA's Determination and Requirements of the Proposed AD

We have evaluated all pertinent information and identified an unsafe condition that is likely to exist or develop on other products of this same type design. We are proposing this AD, which would require installation of a turbine energy absorbing ring. The proposed AD would require that these actions be done using Alert Commercial Engine Bulletin No. CEB-A-1255.

#### Costs of Compliance

There are about 13,299 RRC 250-B17B, -B17C, -B17D, -B17E, -C20, -C20B, -C20F, -C20J, -C20S, and -C20W turboprop and turboshaft engines of the affected design in the worldwide fleet. We estimate that 5,000 engines installed on helicopters of U.S. registry require the installation of a turbine energy absorbing ring. Of those 5,000 engines, we also estimate that 4,000 engines require installation of a gas producer support assembly, 1st stage turbine nozzle, and 2nd stage turbine nozzle. It takes about 16 work hours per engine to install the turbine energy absorbing ring, 35 work hours to install

the gas producer support assembly, and 20 work hours to install the 1st stage turbine nozzle, and 2nd stage turbine nozzle. The average labor rate is \$65 per work hour. Required turbine energy absorbing rings cost about \$10,765 per engine. Required gas producer support assemblies cost about \$2,500 per engine. Required 1st stage turbine nozzles and 2nd stage turbine nozzles cost about \$1,000 per engine. Based on these figures, we estimate the total cost of the proposed AD to U.S. operators to be \$87,325,000.

#### 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); and
3. Would 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 summary of the costs to comply with this proposal and placed it in the AD Docket. You may get a copy of this summary at the address listed under ADDRESSES.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

#### The Proposed Amendment

Under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

**Rolls-Royce Corporation (formerly Allison Engine Company):** Docket No. FAA-2004-19648; Directorate Identifier 2004-NE-31-AD.

#### Comments Due Date

(a) The Federal Aviation Administration (FAA) must receive comments on this airworthiness directive (AD) action by January 21, 2005.

#### Affected ADs

(b) None.

#### Applicability

(c) This AD applies to Rolls-Royce Corporation (RRC) (formerly Allison Engine Company) 250-B17B, -B17C, -B17D, -B17E, -C20, -C20B, -C20F, -C20J, -C20S, and -C20W turboprop and turboshaft engines that do not have turbine energy absorbing ring, part number 23035175, installed. These engines are installed on, but not limited to, the following aircraft:

Agusta A109  
Agusta A109A  
Agusta A109A II  
B-N Group BN-2T  
Bell 206A  
Bell 206B  
Bell 206L  
Eurocopter Deutschland BO-105C  
Eurocopter Deutschland BO-105S  
Eurocopter France AS355E  
Eurocopter France AS355F  
Eurocopter France AS355F1  
Eurocopter France AS355F2  
FH-1100 Manufacturing Corp FH-1100  
MDHI 369D  
MDHI 369E  
MDHI 369HM  
MDHI 369HS  
MDHI 369HE  
SIAI Marchetti s.r.l. SF600

#### Unsafe Condition

(d) This AD results from an unacceptable rate of uncontained 1st stage turbine wheel failures. We are issuing this AD to minimize the risk of uncontained 1st stage turbine wheel fragments from causing damage to the aircraft or damage to the second engine on twin-engine installations which could lead to loss of control and loss of the aircraft.

#### Compliance

(e) You are responsible for having the actions required by this AD performed at the next time the gas producer turbine rotor is disassembled for any reason, or within 1,750 hours time-since-last-overhaul, time-since-new, time-since-last-heavy-maintenance, or time-since-last-hot section inspection after the effective date of this AD, whichever occurs first, but no later than October 31, 2011, unless already done.

#### Required Actions

(f) If not already installed, install a modified gas producer support assembly to provide installation of the turbine energy absorbing ring. Use paragraph 2. of RRC Alert Commercial Engine Bulletin No. CEB-A-1254, Revision 3, dated May 21, 2004, to do the modification and installation.

(g) If not already installed, install a modified 1st stage turbine nozzle, 2nd stage turbine nozzle, and gas producer support assembly to provide installation of the turbine energy absorbing ring. Use paragraph 2. of RRC Alert Commercial Engine Bulletin

No. CEB-A-1253, Revision 4, dated May 21, 2004, to do the modification and installation.

(h) Install a turbine energy absorbing ring in the plane of the 1st stage turbine wheel. Use paragraphs 2.A. and 2.B. of RRC Alert Commercial Engine Bulletin No. CEB-A-1255, Revision 4, dated September 29, 2004, to do the installation.

#### Alternative Methods of Compliance

(i) The Manager, Chicago Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

#### Related Information

(j) None.

Issued in Burlington, Massachusetts, on November 16, 2004.

**Jay J. Pardee,**

*Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 04-25794 Filed 11-19-04; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2003-NM-256-AD]

RIN 2120-AA64

#### Airworthiness Directives; Airbus Model A330, A340-200, and A340-300 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Supplemental notice of proposed rulemaking; reopening of comment period.

**SUMMARY:** This document revises an earlier proposed airworthiness directive (AD), applicable to certain Airbus Model A330, A340-200, and A340-300 series airplanes, that would have required initial and repetitive inspections of certain frame stiffeners to detect cracking. If any cracking was found, that proposal would have required replacement of the stiffener with a new, reinforced stiffener. Replacement of the stiffener would constitute terminating action for certain inspections. That proposal would also have required a one-time inspection of any new, reinforced stiffener; and repair or replacement of the new, reinforced stiffener if any cracking was found during the one-time inspection. That proposal also provided for an optional terminating action for certain requirements of that AD. This new action revises the proposed rule by reducing the compliance time for the initial inspection of the affected frame

stiffeners. The actions specified by this new proposed AD are intended to prevent fatigue failure of certain frame stiffener fittings, which could result in reduced structural integrity of the airplane. This action is intended to address the identified unsafe condition.

**DATES:** Comments must be received by December 17, 2004.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2003-NM-256-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227-1232. Comments may also be sent via the Internet using the following address: [9-anm-nprmcomment@faa.gov](mailto:9-anm-nprmcomment@faa.gov). Comments sent via fax or the Internet must contain "Docket No. 2003-NM-256-AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 or 2000 or ASCII text.

The service information referenced in the proposed rule may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Tim Backman, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2797; fax (425) 227-1149.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this action may be changed in light of the comments received.

Submit comments using the following format:

- Organize comments issue-by-issue. For example, discuss a request to change the compliance time and a

request to change the service bulletin reference as two separate issues.

- For each issue, state what specific change to the proposed AD is being requested.

- Include justification (e.g., reasons or data) for each request.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this action must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 2003-NM-256-AD." The postcard will be date stamped and returned to the commenter.

#### Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2003-NM-256-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

#### Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add an airworthiness directive (AD), applicable to certain Airbus Model A330, A340-200, and A340-300 series airplanes, was published as a notice of proposed rulemaking (NPRM) in the **Federal Register** on April 1, 2004 (69 FR 17084). That NPRM would have required initial and repetitive inspections of certain frame stiffeners to detect cracking. If any cracking was found, that proposal would have required replacement of the stiffener with a new, reinforced stiffener. Replacement of the stiffener would constitute terminating action for certain inspections. That NPRM would also have required a one-time inspection of any new, reinforced stiffeners; and repair or replacement of the new, reinforced stiffener if any cracking was found during the one-time inspection. That NPRM also provided for an optional terminating action for certain requirements of that AD. That NPRM was prompted by issuance of mandatory continuing airworthiness information by a civil airworthiness authority. Cracking and consequent fatigue failure of certain frame stiffeners, if not corrected, could