

products identified in this rulemaking action.

Regulatory Findings

We 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 this 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. 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 a regulatory evaluation of the estimated costs to comply with this proposed 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.

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

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 Amendment 39–16236, and adding the following new AD:

Thielert Aircraft Engines GmbH: Docket No. FAA–2009–0948; Directorate Identifier 2009–NE–30–AD.

Comments Due Date

- (a) We must receive comments by November 17, 2011.

Affected Airworthiness Directives (ADs)

- (b) This AD revises AD 2010–06–12, Amendment 39–16236.

Applicability

- (c) This AD applies to Thielert Aircraft Engines GmbH (TAE) models TAE 125–01 and TAE 125–02–99 reciprocating engines installed in, but not limited to, Cessna 172 and (Reims-built) F172 series (European

Aviation Safety Agency (EASA) Supplemental Type Certificate (STC) No. EASA.A.S.01527; Piper PA–28 series (EASA STC No. EASA.A.S. 01632); APEX (Robin) DR 400 series (EASA STC No. A.S.01380); and Diamond Aircraft Industries Models DA40 and DA42 airplanes.

Reason

- (d) As a consequence of occurrences and service experience, Thielert Aircraft Engines GmbH has introduced a new rail pressure control valve part number (P/N) 05–7320–E000702 and has amended the Airworthiness Limitation Section (ALS) of the Operation & Maintenance Manual OM–02–02 to include a replacement of the rail pressure control valve. Failure of this part could result in in-flight shutdowns of the engine(s).

TAE has also amended the ALS of the Operation & Maintenance Manual OM–02–01 to include a replacement of the rail pressure valve. This AD results from mandatory continuing airworthiness information (MCAIs) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product and from a comment received from EASA on AD 2010–06–12. We are issuing this AD to prevent engine in-flight shutdown, possibly resulting in reduced control of the aircraft.

Actions and Compliance

- (e) Unless already done, do the following actions.

TAE 125–02–99 Reciprocating Engines

- (1) For TAE 125–02–99 reciprocating engines, within 100 flight hours after the effective date of this AD, replace the existing rail pressure control valve with a rail pressure control valve P/N 05–7320–E000702, and modify the Vrail plug to make it compatible with the replacement rail pressure control valve.

- (2) Guidance on the valve replacement and rail modification specified in paragraph (e)(1) of this AD can be found in Thielert Repair Manual RM–02–02, Chapter 73–10.08, and Chapter 39–40.08, respectively.

TAE 125–01 Reciprocating Engines

- (3) For TAE 125–01 reciprocating engines, before 600 flight hours time-since-new, or within 100 flight hours after the effective date of this AD, whichever occurs later, replace the existing rail pressure control valve with a rail pressure control valve, P/N 02–7320–04100R3.

- (4) Guidance on the valve replacement specified in paragraph (e)(3) of this AD can be found in Thielert Repair Manual RM–02–01, Chapter 29.0.

TAE 125–02–99 and TAE 125–01 Engines, Repetitive Replacements of Rail Pressure Control Valves

- (5) Thereafter, for affected TAE 125–02–99 and TAE 125–01 engines, replace the rail pressure control valve with the same P/N valve within every 600 flight hours.

FAA AD Differences

- (f) This AD differs from the Mandatory Continuing Airworthiness Information (MCAI) and/or service information as follows:

- (1) For the TAE 125–02–99 reciprocating engines, we reduced the initial compliance time from within 110 flight hours to within 100 flight hours after the effective date of this AD.

- (2) The MCAIs instruct the operators to follow Thielert Maintenance Manual, Chapter 5, Airworthiness Limitations, for the repetitive compliance time for the rail pressure control valve, which, in the manual, is 600 flight hours. We found it necessary to specify the repetitive replacement compliance time in this AD, to within every 600 flight hours.

Alternative Methods of Compliance (AMOCs)

- (g) The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

- (h) Refer to MCAI EASA AD 2008–0128, dated July 9, 2008, EASA AD 2008–0215, dated December 5, 2008, Thielert Service Bulletin No. TAE 125–1008 P1, Revision 1, dated September 29, 2008, and Thielert Repair Manual RM–02–02, for related information. Contact Thielert Aircraft Engines GmbH, Platanenstrasse 14 D–09350, Lichtenstein, Germany, telephone: +49–37204–696–0; fax: +49–37204–696–55; e-mail: info@centurion-engines.com, for a copy of this service information.

- (i) Contact Alan Strom, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone 781–238–7143; fax 781–238–7199; e-mail: alan.strom@faa.gov, for more information about this AD.

Issued in Burlington, Massachusetts, on October 6, 2011.

Peter A. White,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2011–26822 Filed 10–17–11; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2011–0599; Directorate Identifier 2011–NE–19–AD]

RIN 2120–AA64

Airworthiness Directives; General Electric Company CF34–10E Series 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 General Electric Company (GE) CF34–10E series turbofan engines. This proposed AD was

prompted by a report of heavy wear found on the seating surface of the center vent duct (CVD) (commonly referred to as center vent tube) support ring and on the inside diameter of the fan drive shaft at the mating location. This proposed AD would require removing from service CVD support assemblies from certain serial numbers (S/Ns) of CF34-10E series turbofan engines. This proposed AD would also require removing any fan drive shaft from service if wear is found on either the CVD support ring or the fan drive shaft. We are proposing this AD to prevent fan drive shaft failure, leading to uncontained engine failure and damage to the airplane.

DATES: We must receive comments on this proposed AD by December 2, 2011.

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.

- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

- *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 GE-Aviation, M/D Rm. 285, One Neumann Way, Cincinnati, OH 45215, phone: 513-552-3272; e-mail: geae.aoc@ge.com. 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.

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 9 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: John Frost, Aerospace Engineer, Engine Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7756; fax: 781-238-7199; e-mail: john.frost@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-2011-0599; Directorate Identifier 2011-NE-19-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

We received a report of wear found on the seating surface of the CVD support ring and on the inside diameter of the fan drive shaft, where the two parts are in contact with each other. The wear was caused by relative motion between the CVD support assembly and the fan drive shaft during engine operation. The relative motion resulted from CVD support assemblies with improper sleeve thread lengths. This nonconformance was caused during manufacture, and the affected parts were released into service. A subpopulation of engines has been identified by engine S/N, that could have the same quality escape. Once removed, the CVD support assembly (consisting of self-locking nut, part number (P/N) 2226M57G03, threaded sleeve, P/N 2226M55P03, and support ring, P/N 2226M56P01) will be inspected for evidence of wear, and then never used again. This condition, if not corrected, could result in low-cycle-fatigue failure of the fan drive shaft, leading to engine failure.

FAA's Determination

We are proposing this AD because we evaluated all the relevant information and determined the condition described previously is unsafe and is likely to exist or develop in other products of the same type design.

Proposed AD Requirements

This proposed AD would require:

- First inspecting the seating surface of the CVD support ring for wear, and then inspecting the fan drive shaft

inside diameter for wear, where the two parts come in contact with each other;

- If wear is found on either the CVD support ring seating surface or the corresponding contact area inside the fan drive shaft, then removing the fan drive shaft from service; and
- Removing from service all of the CVD support assemblies from the affected S/N engines identified in the proposed AD.

Costs of Compliance

We estimate that this proposed AD would affect 71 GE CF34-10E series turbofan engines installed on airplanes of U.S. registry. We also estimate that it would take about 8 work-hours per engine to perform a replacement of the CVD support assembly and visual inspections, and that the average labor rate is \$85 per work-hour. A replacement CVD support assembly costs about \$3,080. We estimate that two fan drive shafts would fail inspection and require replacement. A replacement fan drive shaft costs about \$126,900. We estimate that no additional labor costs would be incurred to perform the required part replacements as the replacements are done at time of scheduled engine shop visit. Based on these figures, we estimate the total cost of the AD to U.S. operators to be \$520,760.

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 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 this 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, 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

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):

General Electric Company: Docket No. FAA–2011–0599; Directorate Identifier 2011–NE–19–AD.

(a) Comments Due Date

We must receive comments by December 2, 2011.

(b) Affected ADs

None.

(c) Applicability

This AD applies to General Electric Company (GE) CF34–10E series turbofan engines, serial number (S/N) 994116, and S/Ns 994118 through 994186 inclusive.

(d) Unsafe Condition

This AD was prompted by a report of heavy wear found on the seating surface of the center vent duct (CVD) (commonly referred to as center vent tube) support ring and on the inside diameter of the fan drive shaft at the mating location. The wear is caused by relative motion between the CVD support assembly (consisting of self-locking nut, part number (P/N) 2226M57G03, threaded sleeve, P/N 2226M55P03, and support ring, P/N 2226M56P01) and the fan drive shaft, during engine operation. We are issuing this AD to prevent fan drive shaft

failure, leading to uncontained engine failure and damage to the airplane.

(e) Compliance

Comply with this AD before accumulating 11,500 total cycles-in-service on the engine, unless already done.

(f) Inspection and Removal From Service of CVD Support Assembly; and Determination of Fan Drive Shaft Serviceability

Visually inspect the seating surface of the CVD support ring for wear.

(1) If there is sign of wear on the CVD support ring, remove the CVD support assembly and the fan drive shaft from service before further flight.

(2) If there is no sign of wear on the CVD support ring, remove the CVD support assembly from service and borescope inspect the inside diameter of the fan drive shaft at the CVD support ring contact area, for wear.

(3) If there is sign of wear on the fan drive shaft, remove the fan drive shaft from service before further flight.

(g) Installation Prohibition

After the effective date of this AD, do not return to service any CVD support assembly (consisting of self-locking nut, P/N 2226M57G03, threaded sleeve, P/N 2226M55P03, and support ring, P/N 2226M56P01) removed from service as specified in this AD.

(h) Definition

For the purposes of this AD, the phrase "any sign of wear" is defined as any visual indication of removal of parent material from the CVD seating surface or the fan drive shaft.

(i) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(j) Related Information

(1) For more information about this AD, contact John Frost, Aerospace Engineer, Engine Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781–238–7756; fax: 781–238–7199; e-mail: john.frost@faa.gov.

(2) Refer to GE Service Bulletin No. CF34–10E S/B 72–0188, for related information. Contact GE–Aviation, M/D Rm. 285, One Neumann Way, Cincinnati, OH 45215, phone: 513–552–3272; e-mail: geae.aoc@ge.com, for a copy of this service information. You may review copies of the referenced 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.

Issued in Burlington, Massachusetts, on October 6, 2011.

Peter A. White,

Manager, Engine & Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2011–26824 Filed 10–17–11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2011–0956; Directorate Identifier 2011–NE–23–AD]

RIN 2120–AA64

Airworthiness Directives; Thielert Aircraft Engines GmbH (TAE) TAE 125–02–99 and TAE 125–02–114 Reciprocating Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for the products listed above. This proposed 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:

In-flight engine shutdown incidents have been reported on aeroplanes equipped with TAE 125 engines. Preliminary investigations showed that it was mainly the result of the sensitivity of friction disk Part Number (P/N) 05–7211–K010201 against possible misalignment of gearbox and core engine during assembly.

This condition, if not corrected, could result in further cases of engine in-flight shutdown and consequent loss of control of the aeroplane.

To address this unsafe condition, Thielert Aircraft Engines GmbH has developed a new friction disk.

We are proposing this AD to prevent in-flight engine shutdown, which could result in loss of control of the airplane.

DATES: We must receive comments on this proposed AD by December 2, 2011.

ADDRESSES: You may send comments by any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- **Mail:** Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12–140, Washington, DC 20590–0001.

- **Hand Delivery:** Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- **Fax:** 202–493–2251.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://>