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Issued in Renton, Washington, on June 21, 2012.

**John P. Piccola,**

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

[FR Doc. 2012-15898 Filed 6-29-12; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2008-0224; Directorate Identifier 2007-NE-44-AD; Amendment 39-17085; AD 2009-07-01 R1]

**RIN 2120-AA64**

#### **Airworthiness Directives; Rolls-Royce Deutschland Ltd & Co KG (RRD) Turboprop Engines**

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

**ACTION:** Final rule; rescission.

**SUMMARY:** We are rescinding an airworthiness directive (AD) for RRD BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turboprop engines. The existing AD resulted from the need to reduce the published life limits of high-pressure (HP) turbine stage 1 discs, part numbers (P/Ns) BRH20130 and BRH20131, and HP turbine stage 2 discs, P/Ns BRH19423 and BRH19427. We are rescinding the existing AD because RRD has revised the approved published life limits of these parts to the same or higher limits as originally certified.

**DATES:** This AD is effective August 6, 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:** Mark Riley, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7758; fax: 781-238-7199; email: [mark.riley@faa.gov](mailto:mark.riley@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

#### **Discussion**

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to rescind an AD that would apply to the specified products. That NPRM published in the **Federal Register** on February 21, 2012 (77 FR 9869). That NPRM proposed to rescind AD 2009-07-01 (74 FR 12086, March 23, 2009) for RRD BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turboprop engines. AD 2009-07-01 resulted from the need to reduce the published life limits of HP turbine stage 1 discs, P/Ns BRH20130 and BRH20131, and HP turbine stage 2 discs, P/Ns BRH19423 and BRH19427. We are rescinding that AD because RRD has revised the approved published life limits of these parts to the same or higher limits as originally certified. We evaluated all information and determined that allowing the increase in the published part life limits is acceptable.

#### **Comments**

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM (77 FR 9869, February 21, 2012).

#### **Conclusion**

We reviewed the relevant data and determined that air safety and the public interest require adopting the AD as proposed.

#### **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**

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, 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.

#### **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 rescinding airworthiness directive (AD) 2009-07-01, Amendment 39-15860 (74 FR 12086, March 23, 2009):

**2009-07-01 R1 Rolls-Royce Deutschland Ltd & Co KG (formerly BMW Rolls-Royce GmbH, formerly BMW Rolls-Royce Aero Engines):** Amendment 39-17085; Docket No. FAA-2008-0224; Directorate Identifier 2007-NE-44-AD.

#### **(a) Effective Date**

This AD is effective August 6, 2012.

#### **(b) Affected ADs**

This AD rescinds AD 2009-07-01 (74 FR 12086, March 23, 2009).

#### **(c) Applicability**

This AD applies to Rolls-Royce Deutschland Ltd & Co KG BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turboprop engines.

**(d) Related Information**

For more information about this AD, contact Mark Riley, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7758; fax: 781-238-7199; email: [mark.riley@faa.gov](mailto:mark.riley@faa.gov).

**(e) Material Incorporated by Reference**

None.

Issued in Burlington, Massachusetts, on June 7, 2012.

**Peter A. White,**

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

[FR Doc. 2012-15961 Filed 6-29-12; 8:45 am]

**BILLING CODE 4910-13-P**

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

[Docket No. **FAA-2010-0748**; Directorate Identifier **2010-NE-13-AD**; Amendment **39-17082**; AD **2012-12-03**]

**RIN 2120-AA64**

**Airworthiness Directives; Rolls-Royce plc Turbofan Engines**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** We are superseding an existing airworthiness directive (AD) for all Rolls-Royce plc (RR) models RB211-Trent 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, and 980-84 turbofan engines. That AD currently requires inspecting the intermediate-pressure (IP) shaft rigid coupling splines for wear resulting in rearward movement of the IP turbine. This AD requires the same inspections, and new inspections based on possible changes in wear rate. This AD was prompted by RR identifying wear beyond engine manual limits on the abutment faces of the splines. RR also determined that an additional IP shaft rigid coupling configuration requires inspection. We are issuing this AD to detect wear on the abutment faces of the splines, which could result in loss of disc integrity, an uncontained failure of the engine, and damage to the airplane.

**DATES:** This AD is effective July 17, 2012.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of July 17, 2012.

We must receive any comments on this AD by August 16, 2012.

**ADDRESSES:** You may send comments 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:** U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this AD, contact Rolls-Royce plc, P.O. Box 31, Derby, DE24 8BJ, United Kingdom; phone: 011 44 1332 242424; fax: 011 44 1332 249936; email: [http://www.rolls-royce.com/contact/civil\\_team.jsp](http://www.rolls-royce.com/contact/civil_team.jsp); or Web: <https://www.aeromanager.com>. 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.

**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 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:**

Alan Strom, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; email: [alan.strom@faa.gov](mailto:alan.strom@faa.gov); phone: 781-238-7143; fax: 781-238-7199.

**SUPPLEMENTARY INFORMATION:****Discussion**

On July 26, 2010, we issued AD 2010-16-07, Amendment 39-16384 (75 FR 49368, August 13, 2010), for RR model RB211-Trent 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, and 980-84 turbofan engines. That AD requires inspecting the IP shaft rigid coupling splines for wear resulting in rearward movement of the IP turbine. That AD resulted from RR identifying wear beyond engine manual limits on the

abutment faces of the splines on the Trent 900 IP shaft rigid coupling on several engines during engine disassembly. We issued that AD to detect wear on the abutment faces of the splines, which could result in loss of disc integrity, an uncontained failure of the engine, and damage to the airplane.

**Actions Since AD Was Issued**

Since we issued AD 2010-16-07 (75 FR 49368, August 13, 2010), RR determined that engines that are moved from one position to another on the same airplane or to a different airplane, may exhibit a change in the rate of IP shaft rigid coupling spline wear. RR also determined that an additional IP shaft rigid coupling configuration requires inspection, because it also exhibits wear.

**Relevant Service Information**

We reviewed RR RB211 Trent 900 Series Propulsion Systems Alert Non-Modification Service Bulletin (NMSB) No. RB.211-72-AG329, Revision 4, dated March 23, 2012. That Alert NMSB describes procedures for inspecting and replacing the IP shaft rigid coupling.

We also reviewed RR RB211 Trent 900 Series Propulsion Systems Alert NMSB No. RB.211-72-AG871, dated March 23, 2012. That Alert NMSB describes procedures for inspecting the IP shaft rigid coupling on engines that have incorporated RR RB211 Trent 900 Series Propulsion Systems Service Bulletin (SB) No. RB.211-72-G585, Original Issue, or any revision. Service Bulletin No. RB.211-72-G585 is the SB that introduces the additional configuration that this AD adds.

**FAA's Determination**

We are issuing 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.

**AD Requirements**

This AD requires accomplishing the actions specified in the service information described previously.

**FAA's Justification and Determination of the Effective Date**

No domestic operators use this product. Therefore, we find that notice and opportunity for prior public comment are unnecessary and that good cause exists for making this amendment effective in less than 30 days.

**Comments Invited**

This AD is a final rule that involves requirements affecting flight safety, and