

Applicability

(c) This AD applies to Hartzell Propeller Inc. left-hand rotating ()HC-()2,3)Y(K,R)-2 two- and three-bladed, aluminum hub, "compact" series propellers, with hubs having a non-suffix serial number (SN), and lubrication holes located on the shoulder of the hub blade socket. These propellers are installed on Lycoming Engines LIO-360 series and LO-360 series reciprocating engines, installed on Piper Aircraft, Inc. Seneca PA-34-200 and Seminole PA-44-180, and Hawker Beechcraft Corporation Model 76 Duchess, airplanes.

(d) The parentheses appearing in the propeller model number indicates the presence or absence of an additional letter(s) that varies the basic propeller model. This AD still applies regardless of whether these letters are present or absent in the propeller model designation.

Unsafe Condition

(e) This AD results from four reports of propeller hub cracks, including two in-flight blade separation events. We are issuing this AD to prevent failure of the propeller hub, which could result in blade separation and loss of control of the airplane.

Compliance

(f) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Initial Eddy Current Inspection (ECI)

(g) Within 50 hours time-in-service (TIS) or 12 months after the effective date of this AD, whichever occurs first, perform an initial ECI of the area around the lubrication holes of the hub blade sockets.

(h) Use paragraphs 3.A. through 3.A.(3)(d) of Hartzell Propeller Inc. Alert Service Bulletin (ASB) No. HC-ASB-61-297, Revision 1, dated November 14, 2007, to do the initial ECI.

(i) If any cracks are found, remove the propeller hub from service before further flight.

(j) If no cracks are found, mark the propeller using paragraph 3.A.(5)(a) of the Accomplishment Instructions of Hartzell Propeller Inc., ASB No. HC-ASB-61-297, Revision 1, dated November 14, 2007, to indicate compliance with this ASB.

Repetitive ECIs

(k) At repetitive intervals not to exceed 50 hours TIS or 12 months from the previous ECI, whichever occurs first, perform ECIs of the area around the lubrication holes of the hub blade sockets.

(l) Use paragraphs 3.A. through 3.A.(3)(d) of Hartzell Propeller Inc. ASB No. HC-ASB-61-297, Revision 1, dated November 14, 2007, to do the repetitive ECIs.

(m) If any cracks are found, remove the propeller hub from service before further flight.

Optional Terminating Action

(n) As optional terminating action to the repetitive ECIs required by this AD, replace the non-suffix SN propeller hub with a propeller hub identified by an "A" or "B" suffix letter in the propeller hub SN.

(o) Replacement propeller hub part numbers can be found in paragraph 2.A., Material Information, of Hartzell Propeller Inc. ASB No. HC-SB-61-297, Revision 1, dated November 14, 2007.

Prohibition of Propeller Hub Reuse

(p) After the effective date of this AD, propeller hubs that have a non-suffix SN, or an "E" suffix letter in the SN removed from affected propellers in this AD, are not eligible for installation on any engine in any aircraft.

Previous Credit

(q) ECIs of the propeller hubs done before the effective date of this AD that use Hartzell Propeller Inc. ASB No. HC-SB-61-297, dated September 17, 2007, comply with the requirements specified in this AD.

Alternative Methods of Compliance

(r) 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

(s) Contact Tim Smyth, Senior Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Des Plaines, IL 60018-4696; e-mail: timothy.smyth@faa.gov; telephone (847) 294-8110; fax (847) 294-7132, for more information about this AD.

Material Incorporated by Reference

(t) You must use Hartzell Propeller Inc. Alert Service Bulletin No. HC-ASB-61-297, Revision 1, dated November 14, 2007, to perform the ECIs required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Hartzell Propeller Inc. Technical Publications Department, One Propeller Place, Piqua, OH 45356; telephone (937) 778-4200; fax (937) 778-4391, for a copy of this service information. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or 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 June 19, 2008.

Diane Cook,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. E8-14312 Filed 7-1-08; 8:45 am]

BILLING CODE 4910-13-P

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

[Docket No. FAA-2007-28053; Directorate Identifier 2007-NE-18-AD; Amendment 39-15590; AD 2008-13-27]

RIN 2120-AA64

Airworthiness Directives; Turbomeca S.A. Arrius 2F Turboshaft Engines

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for the products listed above. This 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:

This AD is issued following a case of non-commanded in-flight engine shut-down which occurred on an ARRIUS 2F turboshaft engine, following the seizing of the gas generator. The result may be an emergency autorotation landing or, at worst, an accident.

Investigations of this event have revealed that the seizing of the gas generator was caused by the fracture of the separator cage of the gas generator front bearing, due to high-cycle fatigue cracks initiated in the lubrication slots of the separator cage.

We are issuing this AD to prevent uncommanded shutdown of the engine, which could lead to an accident.

DATES: This AD becomes effective August 6, 2008. The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of August 6, 2008.

ADDRESSES: The Docket Operations office is located at Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.

FOR FURTHER INFORMATION CONTACT: James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: james.lawrence@faa.gov; telephone (781) 238-7176; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION:**Discussion**

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR

part 39 to include an AD that would apply to the specified products. That NPRM was published in the **Federal Register** on August 28, 2007 (72 FR 49236). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states that:

This AD is issued following a case of non-commanded in-flight engine shut-down which occurred on an Arrius 2F turboshaft engine, following the seizing of the gas generator. The result may be an emergency autorotation landing, or, at worst, an accident.

Investigations of this event have revealed that the seizing of the gas generator was caused by the fracture of the separator cage of the gas generator front bearing, due to high-cycle fatigue cracks initiated in the lubrication slots of the separator cage.

Modification Tf 12 introduces a new gas generator front bearing without lubrication slots on the separator cage.

Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM or on the determination of the cost to the public.

Change to the Compliance End Date

We have changed the compliance time from "at the next shop visit after the effective date of the AD, but no later than April 30, 2008" to "at the next shop visit after the effective date of this AD, but no later than 30 days after the effective date of this AD" to allow the operators more time to complete the requirements of this AD.

Conclusion

We reviewed the available data and determined that air safety and the public interest require adopting the AD with the changes described previously. We determined that these changes will not increase the economic burden on any operator or increase the scope of the AD.

Differences Between This AD and the MCAI or Service Information

The Mandatory Continuing Airworthiness Information (MCAI) and service information require the operators to comply with the requirements at the next shop visit after the effective date of the AD, but no later than April 30, 2008. We require compliance at the next shop visit after the effective date of this AD, but no later than 30 days after the effective date of this AD.

Costs of Compliance

We estimate that this AD will affect 61 engines of U.S. registry. We also estimate that it will take about 10 work-

hours per engine to comply with this AD. The average labor rate is \$80 per work-hour. Required parts will cost about \$111,440. Based on these figures, we estimate the cost of this AD to the U.S. operators to be \$6,846,640. Our cost estimate is exclusive of possible warranty coverage.

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 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 this AD:

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 AD and placed it in the AD docket.

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 regulatory evaluation, any comments received, and

other information. The street address for the Docket Operations office (telephone (800) 647-5527) is provided in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

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 AD:

2008-13-27 Turbomeca S.A.: Amendment 39-15590. Docket No. FAA-2007-28053; Directorate Identifier 2007-NE-18-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective August 6, 2008.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Turbomeca S.A. Arrius 2F turboshaft engines that have not incorporated Turbomeca Modification Tf 12A. These engines are installed on, but not limited to, Eurocopter EC120B helicopters.

Reason

(d) European Aviation Safety Agency (EASA) AD No. 2007-0057, dated March 1, 2007, states:

This AD is issued following a case of non-commanded in-flight engine shut-down which occurred on an Arrius 2F turboshaft engine, following the seizing of the gas generator. The result may be an emergency autorotation landing, or, at worst, an accident.

Investigations of this event have revealed that the seizing of the gas generator was caused by the fracture of the separator cage of the gas generator front bearing, due to high-cycle fatigue cracks initiated in the lubrication slots of the separator cage.

Modification Tf12 introduces a new gas generator front bearing without lubrication slots on the separator cage.

We are issuing this AD to prevent uncommanded shutdown of the engine, which could lead to an accident.

Actions and Compliance

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

(1) At the next engine shop visit after the effective date of this AD, but no later than 30 days after the effective date of this AD, replace the engine module 02 with a module that incorporates Turbomeca Modification Tf 12A. Turbomeca Modification Tf 12A installs into the engine module 02 a new gas generator front bearing without lubrication slots on the separator cage.

(2) Use the Instructions to be Incorporated section of Turbomeca Mandatory Service Bulletin No. 319 72 4012, Update No. 1, dated September 19, 2006, to do the actions in paragraph (e)(1) of this AD.

FAA AD Differences

(f) The Mandatory Continuing Airworthiness Information (MCAI) and service information require the operators to comply with the requirements at the next shop visit after the effective date of the AD, but no later than April 30, 2008. We require compliance at the next shop visit after the effective date of this AD, but no later than 30 days after the effective date of this AD.

Other FAA AD Provisions

(g) *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.

Related Information

(h) Refer to EASA AD 2007-0057, dated March 1, 2007, for related information.

(i) Contact James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: james.lawrence@faa.gov; telephone (781) 238-7176; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(j) You must use Turbomeca Mandatory Service Bulletin No. 319 72 4012, Update No. 1, dated September 19, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Turbomeca, 40220 Tarnos, France; telephone (33) 05 59 74 40 00, fax (33) 05 59 74 45 15.

(3) You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or 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 June 18, 2008.

Diane Cook,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. E8-14311 Filed 7-1-08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2008-0297; Directorate Identifier 2007-NM-330-AD; Amendment 39-15586; AD 2008-13-23]

RIN 2120-AA64

Airworthiness Directives; Dornier Model 328-100 Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for the products listed above. This AD results from mandatory continuing airworthiness information (MCAI) originated 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:

During maintenance water has been found in the elevator [assembly].

The unsafe condition is water or ice accumulating in the elevator assembly, which could result in corrosion and consequent reduced structural integrity of the flight control surface, or an unbalanced flight control surface. These conditions could result in reduced controllability of the airplane. We are issuing this AD to require actions to correct the unsafe condition on these products.

DATES: This AD becomes effective August 6, 2008. The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of August 6, 2008.

ADDRESSES: You may examine the AD docket on the Internet at <http://www.regulations.gov> or in person at the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2125; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR

part 39 to include an AD that would apply to the specified products. That NPRM was published in the **Federal Register** on March 13, 2008 (73 FR 13503). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

During maintenance water has been found in the elevator [assembly].

The unsafe condition is water or ice accumulating in the elevator assembly, which could result in corrosion and consequent reduced structural integrity of the flight control surface, or an unbalanced flight control surface. These conditions could result in reduced controllability of the airplane. You may obtain further information by examining the MCAI in the AD docket.

Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM or on the determination of the cost to the public.

Conclusion

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

Differences Between This AD and the MCAI or Service Information

We have reviewed the MCAI and related service information and, in general, agree with their substance. But we might have found it necessary to use different words from those in the MCAI to ensure the AD is clear for U.S. operators and is enforceable. In making these changes, we do not intend to differ substantively from the information provided in the MCAI and related service information.

We might also have required different actions in this AD from those in the MCAI in order to follow our FAA policies. Any such differences are highlighted in a NOTE within the AD.

Costs of Compliance

We estimate that this AD will affect about 12 products of U.S. registry. We also estimate that it will take about 2 work-hours per product to comply with the basic requirements of this AD. The average labor rate is \$80 per work-hour. Required parts will cost about \$100 per product. Where the service information lists required parts costs that are covered under warranty, we have assumed that there will be no charge for these parts. As we do not control warranty coverage for affected parties, some parties may incur costs higher than estimated here. Based on these