Aircraft Certification Service.

Manager, Transport Airplane Directorate,

21, 2011.

tection features and/or devices to assist the firefighter in determining the location of a fire.

from one central location, such as the entry to the crew rest area or a common area within the crew rest area, would require additional fire pro-

Class B cargo compartment, then no liner would be required for enclosed stowage compartments equal to or greater than 25 ft 3 in interior vol-

Federal Aviation Administration (FAA), DOT.

[FR Doc. 2011–1730 Filed 1–27–11; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64


AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are superseding an existing airworthiness directive (AD) for Pratt & Whitney (PW) JT8D–1, –1A, –1B, –7, –7A, –7B, –9, –9A, –11, –15, –15A, –17, –17A, –17R, and –17AR series turbofan engines. That AD currently requires revisions to the engine manufacturer’s time limits section (TLS) to include enhanced inspection of selected critical life-limited parts at each piece-part opportunity. This AD modifies the TLS of the manufacturer’s engine manual and an air carrier’s approved continuous airworthiness maintenance program to incorporate additional inspection requirements and reduce the model applicability. This AD was prompted by PW developing, and the FAA approving, improved inspection procedures for the critical life-limited parts. The mandatory inspections are needed to identify those critical rotating parts with conditions which, if allowed to continue in service, could result in uncontained failures. We are issuing this AD to prevent critical life-limited rotating engine part failure, which could result in an uncontained engine failure and damage to the airplane.

DATES: This AD is effective March 4, 2011.

ADDRESSES:

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 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: Ian Dargin, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone (781) 238–7178, fax (781) 238–7199; e-mail: ian.dargin@faa.gov.

SUPPLEMENTARY INFORMATION: We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2005–25–05, Amendment 39–14398 (70 FR 73361, December 12, 2005). That AD applies to the specified products. The NPRM published in the Federal Register on August 18, 2010 (75 FR 50942). That NPRM proposed to modify the TLS of the manufacturer’s engine manual and an air carrier’s approved continuous airworthiness maintenance program to incorporate additional inspection requirements and reduce the model applicability. PW has developed and the FAA has approved improved inspection procedures for the critical life-limited parts. The mandatory inspections are needed to identify those critical rotating parts with conditions which, if allowed to continue in service, could result in uncontained failures.

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

Costs of Compliance
We estimate that this AD will affect 1,527 JT8D–7, –7A, –7B, –9, –9A, –11, –15, –15A, –17, –17A, –17R, and –17AR series turbofan engines installed on airplanes of U.S. registry. We also estimate that it will take about 10 work-hours per engine to perform the actions, and that the average labor rate is $85 per work-hour. Since this is an added inspection requirement, included as part of the normal maintenance cycle, no additional part costs are involved. Based on these figures, we estimate the total cost of the AD to U.S. operators to be $1,297,950.

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 have 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 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 (49 FR 38231, October 1, 1984);
(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, 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

§ 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 removing Amendment 39–14398 (70 FR 73361, December 12, 2005), and by adding a new airworthiness directive, Amendment 39–16584, to read as follows:

Effective Date
(a) This airworthiness directive (AD) is effective March 4, 2011.

AFFECTED ADs
(b) This AD supersedes AD 2005–25–05, Amendment 39–14398.

Applicability

Unsafe Condition
(d) This AD results from the need to require enhanced inspection of selected critical life-limited parts of PW JT8D series turbofan engines. We are issuing this AD to prevent critical life-limited rotating engine part failure, which could result in an uncontained engine failure and damage to the airplane.

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

(f) Within the next 30 days after the effective date of this AD, (1) revise the Time Limits Section (TLS) of the manufacturer’s engine manual, part number 481672, as appropriate for PW JT8D–7, –7A, –7B, –9, –9A, –11, –15, –15A, –17, –17A, –17R, and –17AR series turbofan engines, and (2) for air carriers, revise the approved mandatory inspections section of the continuous airworthiness maintenance program, by adding the following:

“Critical Life Limited Part Inspection A. Inspection Requirements:
(1) This section has the definitions for individual engine piece-parts and the inspection procedures which are necessary when these parts are removed from the engine.
(2) It is necessary to do the inspection procedures of the piece-parts in paragraph B when:
(a) The part is removed from the engine and disassembled to the level specified in paragraph B and
(b) The part has accumulated more than 100 cycles since the last piece-part inspection, provided that the part was not damaged or related to the cause for its removal from the engine.
(3) The inspections specified in this paragraph do not replace or make not necessary other recommended inspections for these parts or other parts.
B. Parts Requiring Inspection:
Note: Piece-part is defined as any of the listed parts with all the blades removed.
In the notice of proposed rulemaking (NPRM), the FAA is proposing to establish five low altitude RNAV routes within Denver and Minneapolis ARTCC airspace.

The proposed rule is intended to enhance safety and improve the efficiency of the navigable airspace within Denver and Minneapolis ARTCC airspace. The routes within Denver and Minneapolis ARTCC airspace are known as T-routes and are established to maintain radar surveillance over Nebraska and South Dakota.

The action establishes five low altitude RNAV (Regional Navigation Area/Global Navigation Satellite System) routes. These routes are designed to provide a more efficient and safer way for pilots to navigate through the airspace. The routes are intended to improve the flow of traffic and reduce the need for pilots to maintain visual flight rules (VFR) during low altitude operations.

The proposed rule is expected to take effect on May 5, 2011. The Director of the Federal Register approved this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.