

(i) Airbus Mandatory Service Bulletin A300–57A0246, Revision 03, including Appendices 1 and 2, dated March 11, 2009.

(ii) Airbus Mandatory Service Bulletin A300–57A0246, Revision 04, including Appendices 1 and 2, dated September 9, 2009.

(iii) Airbus Mandatory Service Bulletin A300–57A6101, Revision 03, including Appendices 1 and 2, dated March 11, 2009.

(iv) Airbus Mandatory Service Bulletin A300–57A6101, Revision 04, including Appendices 1 and 2, dated September 9, 2009.

(v) Airbus Service Bulletin A300–57A6087, Revision 05, including Appendix 01, dated March 10, 2008. (Appendix 01 of this document was incorrectly identified as “Appendix 05” in the document citation specified in table 8 of AD 2010–23–26, Amendment 39–16516 (75 FR 74610, December 1, 2010); all other references to Appendix 01 of this document in AD 2010–23–26 were correct.)

(4) The following service information was approved for IBR July 18, 2006 (71 FR 33994, June 13, 2006):

(i) Airbus Service Bulletin A300–57A0234, Revision 04, including Appendix 01, dated May 19, 2000.

(ii) Airbus Service Bulletin A300–57A0234, Revision 05, including Appendix 01, dated February 19, 2002.

(iii) Airbus Service Bulletin A300–57A6087, Revision 03, including Appendix 01, dated May 19, 2000.

(iv) Airbus Service Bulletin A300–57A6087, Revision 04, including Appendix 01, dated February 19, 2002.

(v) Airbus Service Bulletin A300–57–0235, Revision 03, dated September 5, 2002.

(vi) Airbus Service Bulletin A300–57–0235, Revision 04, dated March 13, 2003.

(vii) Airbus Service Bulletin A300–57–0235, Revision 05, dated December 3, 2003.

(viii) Airbus Service Bulletin A300–57–6088, Revision 02, dated September 5, 2002.

(ix) Airbus Service Bulletin A300–57–6088, Revision 04, dated December 3, 2003.

(5) The following service information was approved for IBR on April 12, 2000 (65 FR 12077, March 8, 2000):

(i) Airbus Service Bulletin A300–57A0234, Revision 02, dated June 24, 1999.

(ii) Airbus Service Bulletin A300–57A0234, Revision 03, including Appendix 01, dated September 2, 1999.

(iii) Airbus Service Bulletin A300–57A6087, Revision 02, including Appendix 01, dated June 24, 1999.

(6) The following service information was approved for IBR on October 20, 1999 (64 FR 49966, September 15, 1999).

(i) Airbus Service Bulletin A300–57–0234, Revision 01, dated March 11, 1998.

(ii) Airbus Service Bulletin A300–57–0235, Revision 01, including Appendix 01, dated February 1, 1999.

(iii) Airbus Service Bulletin A300–57–6087, Revision 01, dated March 11, 1998.

(iv) Airbus Service Bulletin A300–57–6088, Revision 01, including Appendix 01, dated February 1, 1999.

(7) For service information identified in this AD, contact Airbus SAS—EAW (Airworthiness Office), 1 Rond Point Maurice

Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; Internet <http://www.airbus.com>.

(8) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington. For information on the availability of this material at the FAA, call 425–227–1221.

(9) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call 202–741–6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on January 6, 2012.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2012–9189 Filed 5–7–12; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2012–0417; Directorate Identifier 2012–NE–11–AD; Amendment 39–17045; AD 2012–09–10]

RIN 2120–AA64

Airworthiness Directives; Pratt & Whitney Canada Turboprop Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain Pratt & Whitney Canada PT6A–38, –41, –42, –42A, –61, –64, –66, –66B, –110, –112, –114, –114A, –121, –135, and –135A series turboprop engines. This AD requires removal from service of certain part manufacturer approval (PMA) replacement Timken Alcor Aerospace Technologies, Inc. (TAATI) first stage sun gears and planet gears installed in the reduction gearbox. This AD was prompted by failures of certain first stage sun gears manufactured by TAATI. We are issuing this AD to prevent failure of the sun gear and planet gears which will result in an engine in-flight shut down, possible uncontained engine failure, aircraft damage, and serious injuries.

DATES: This AD becomes effective May 23, 2012.

We must receive comments on this AD by June 22, 2012.

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:** 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://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 (phone: 800–647–5527) is the same as the Mail address provided in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Paul Craig, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Blvd., Suite 100, Lakewood, CA 90712; phone: 562–627–5252; fax: 562–627–5210; email: paul.craig@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

We received two reports of sun gears, part number (P/N) E3028456, and installed in reduction gearboxes, failing during operation. We also received one report of a sun gear, P/N E3037304, showing premature wear and broken gear teeth during inspection. All three gear failures occurred between 60 and 127 hours of operation time-since-new. These conditions, if not corrected, could result in failure of the sun gear and planet gears in the propeller reduction gearbox assembly, which will result in an engine in-flight shut down, possible uncontained engine failure, aircraft damage, and serious injuries. We determined that the affected PMA replacement TAATI first stage sun gears and planet gears listed in this AD, would have been installed after December 22, 2008. The affected parts are listed as follows:

First stage sun gears P/N E3028456, all serial numbers (S/Ns), and the associated planet gears.

First stage sun gears P/N E3037304, all S/Ns, and the associated planet gears.

Planet gear sets P/N E3101455-02, all S/Ns, and the associated sun gears.

Planet gear sets P/N E3101525-02, all S/Ns, and the associated sun gears.

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 removal from service within 40 operating hours after the effective date of the AD, of the PMA replacement TAATI first stage sun gears and planet gears, as listed in the Discussion section above, and installed in the reduction gearbox assemblies of Pratt & Whitney Canada PT6A-38, -41, -42, -42A, -61, -64, -66, -66B, -110, -112, -114, -114A, -121, -135, and -135A series turboprop engines.

FAA's Determination of the Effective Date

An unsafe condition exists that requires the immediate adoption of this AD. The FAA has found that the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because of the short compliance time required in this AD to start the inspections. Therefore, we determined that notice and opportunity for public comment before issuing this AD are impracticable and that good cause exists for making this amendment effective in fewer than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and opportunity for public comment. We invite you to send any written relevant data, views, or arguments about this AD. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2012-0417; Directorate Identifier 2012-NE-11-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this 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 with FAA personnel concerning this AD. Using the search function of the Web site, anyone can find and read the comments in any of our dockets, including, if provided, 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).

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.

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:

2012-09-10 Pratt & Whitney Canada:

Amendment 39-17045; Docket No.

FAA-2012-0417; Directorate Identifier 2012-NE-11-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective May 23, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pratt & Whitney Canada PT6A-38, -41, -42, -42A, -61, -64, -66, -66B, -110, -112, -114, -114A, -121, -135, and -135A series turboprop engines:

(1) That have had maintenance done to the power section module involving first stage sun gear or planet gear replacement since December 22, 2008; and

(2) That have any of the following Timken Alcor Aerospace Technologies, Inc. (TAATI) part manufacturer approval (PMA) replacement first stage sun gears or planet gear sets installed:

(i) First stage sun gears P/N E3028456, all serial numbers (S/Ns).

(ii) First stage sun gears P/N E3037304, all S/Ns.

(iii) Planet gear sets P/N E3101455-02, all S/Ns.

(iv) Planet gear sets P/N E3101525-02, all S/Ns.

(d) Unsafe Condition

This AD was prompted by failures of certain first stage sun gears, manufactured by TAATI. We are issuing this AD to prevent failure of the sun gear and planet gears in the propeller reduction gearbox assembly, which will result in an engine in-flight shut down, possible uncontained engine failure, aircraft damage, and serious injuries.

(e) Compliance

(1) Comply with this AD within the compliance times specified, unless already done.

(2) Within 40 operating hours after the effective date of this AD, remove from service the following PMA replacement TAATI first stage sun gear and the planet gears from the propeller reduction gearbox assembly:

(i) First stage sun gears P/N E3028456, all S/Ns, and the associated planet gears.

(ii) First stage sun gears P/N E3037304, all S/Ns, and the associated planet gears.

(iii) Planet gear sets P/N E3101455-02, all S/Ns, and the associated sun gears.

(iv) Planet gear sets P/N E3101525-02, all S/Ns, and the associated sun gears.

(f) Installation Prohibition

After the effective date of this AD, do not install on any airplane, any engine or power section module with a TAAATI PMA replacement first stage sun gear or a planet gear set, as listed in paragraph (c) of this AD.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, Los Angeles Aircraft Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(h) Special Flight Permits

Special flight permits are not authorized.

(i) Related Information

For more information about this AD, contact Paul Craig, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Blvd., Suite 100, Lakewood, CA 90712; phone: 562-627-5252; fax: 562-627-5210; email: paul.craig@faa.gov.

(j) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on May 3, 2012.

Peter A. White,

Manager, Engine & Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2012-11057 Filed 5-7-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2011-0384; Directorate Identifier 2010-NM-058-AD; Amendment 39-17041; AD 2012-09-06]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain The Boeing Company Model 737-700 series airplanes. This AD was prompted by reports that the aft seat leg fittings span the station (STA) 521.45 "stay-out zone." This AD requires for certain airplanes, replacing the seat track pivot link assemblies, seat track sections, and floor panels. For certain airplanes, this AD also requires moving certain rows of passenger seats. For certain other airplanes, this AD also requires inspecting certain areas of the seat

tracks for damage, and corrective actions if necessary. We are issuing this AD to prevent failure of the seat attachment structure and possible injury to passengers during an emergency landing.

DATES: This AD is effective June 12, 2012.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of June 12, 2012.

ADDRESSES: For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H-65, Seattle, Washington 98124-2207; telephone 206-544-5000, extension 1; fax 206-766-5680; email me.boecom@boeing.com; Internet <https://www.myboeingfleet.com>. You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221.

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: Sarah Piccola, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-917-6483; fax: 425-917-6590; email: sarah.piccola@faa.gov.

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 published in the **Federal Register** on April 25, 2011 (76 FR 22828). That NPRM proposed to require, for certain airplanes, replacing the seat track pivot link assemblies, seat track sections, and floor panels. For certain

airplanes, that NPRM also proposed to require moving certain rows of passenger seats. For certain other airplanes, that NPRM also proposed to require inspecting certain areas of the seat tracks for damage, and corrective actions if necessary.

Explanation of Change to the AD

We reviewed the compliance times that were proposed and determined that the compliance time in paragraph (h)(1) of the NPRM (76 FR 22828, April 25, 2011) applies to all airplanes identified in paragraph (h) of this AD and the compliance time proposed in paragraph (h)(2) of the NPRM is unnecessary. We have therefore removed paragraphs (h)(1) and (h)(2) of the NPRM and revised paragraph (h) of this AD.

Comments

We gave the public the opportunity to participate in developing this AD. The following presents the comments received on the proposal (76 FR 22828, April 25, 2011) and the FAA's response to each comment. Boeing supports the NPRM.

Request To Withdraw the Proposed AD (76 FR 22828, April 25, 2011)

AirTran Airways (ATA) (now owned by Southwest Airlines) and Southwest Airlines (SWA) requested that the NPRM (76 FR 22828, April 25, 2011) be withdrawn. ATA and SWA stated that the Model 737-700 series airplanes owned by ATA and transferred to SWA ownership have been or will be modified to have new B/E Aerospace seats installed in a different layout of passenger accommodation (LOPA). The LOPA for those B/E Aerospace seats does not have a seat leg fitting that spans the STA 521.45 "stay-out zone." ATA stated that it accomplished the actions of Boeing Special Attention Service Bulletin 737-53-1286, dated November 20, 2008, or Revision 1, dated December 14, 2009, on 22 of its airplanes; those airplanes and the remaining 24 airplanes in its fleet would be modified to SWA's seat configuration before the effective date of the AD. ATA also stated that it sold three of the 49 airplanes listed in Boeing Special Attention Service Bulletin 737-25-1596, dated November 20, 2008. ATA and SWA stated that since the new seats are from a different seat manufacturer and will be installed in a different approved LOPA, the unsafe condition would no longer exist.

We disagree with the commenters' request to withdraw the proposed AD (76 FR 22828, April 25, 2011). Replacing the existing Recaro seat configuration with the B/E Aerospace configuration