

TABLE 3—AFFECTED TAY 650–15 ENGINES BY SERIAL NUMBER (ADDED NEW IN THIS AD)—Continued

Engine serial No.
17694
17698
17707
17716
17718
17719
17731
17756
17757

**Reason**

(d) This AD revision results from:

(1) The need to correct the applicability paragraph of AD 2010–17–12; and

(2) 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 states:

(3) Strip results from some of the engines listed in the applicability section of this AD revealed excessively corroded low-pressure turbine disks stage 2 and stage 3. The corrosion is considered to be caused by the environment in which these engines are operated. Following a life assessment based on the strip findings it is concluded that inspections for corrosion attack are required. The action specified by this European Aviation Safety Agency (EASA) AD 2008–0122 was intended to avoid a failure of a low-pressure turbine disk stage 2 or stage 3 due to potential corrosion problems which could result in uncontained engine failure and damage to the airplane. It has been later realized that the same unsafe condition could potentially occur on more serial numbers for the Tay 650–15 engines and on the Tay 651–54 engines. This AD, superseding EASA AD 2008–0122, retaining its requirements, is therefore issued to expand the Applicability in adding further engine serial numbers for the Tay 650–15 engines and in adding the Tay 651–54 engines.

We are issuing this AD to detect corrosion that could cause the stage 2 or stage 3 disk of the LP turbine to fail, uncontained engine failure, and damage to the airplane.

**Actions and Compliance**

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

(1) Prior to accumulating 11,700 flight cycles (FC) since new of disk life, and thereafter at intervals not exceeding 11,700 FC of disk life, inspect the LP turbine disks stage 2 and stage 3 for corrosion using RRD Alert Service Bulletin (ASB) No. TAY–72–A1524, Revision 3, dated March 24, 2010.

(2) For engines with disk life that already exceed 11,700 FC on the effective date of this AD, perform the inspection within 90 days after the effective date of this AD.

(3) When, during any of the inspections as required by paragraphs (e)(1) and (e)(2) of this AD, corrosion is found, replace the affected parts. RRD TAY 650 Engine Manual—E–TAY–3RR, Tasks 72–52–23–200–000 and 72–52–24–200–000, and RRD TAY

651 Engine Manual—E–TAY–5RR, Tasks 72–52–23–200–000 and 72–52–24–200–000, contain guidance on performing the inspection for corrosion and rejection criteria.

**Previous Credit**

(f) Initial inspections done before the effective date of this AD on LP turbine disks stage 2 and stage 3 listed in Table 1 and Table 2 of this AD using RRD ASB No. TAY–72–A1524, Revision 1, dated September 1, 2006, or Revision 2, dated June 13, 2008, comply with the initial inspection requirements specified in this AD.

**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 EASA AD 2010–060R1, dated April 14, 2010, for related information. Contact Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, Dahlwitz, 15827 Blankenfelde-Mahlow, Germany; phone: 011 49 (0) 33–7086–1883; fax: 011 49 (0) 33–7086–3276, for a copy of the service information referenced in this AD.

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

**Material Incorporated by Reference**

(j) You must use Rolls-Royce Deutschland Ltd & Co KG Alert Service Bulletin No. TAY–72–A1524, Revision 3, dated March 24, 2010, to do the inspections required by this AD.

(1) The Director of the Federal Register previously approved the incorporation by reference of RRD Alert Service Bulletin No. TAY–72–A1524, Revision 3, dated March 24, 2010, listed in the AD as of September 27, 2010 (75 FR 51651, August 23, 2010).

(2) For service information identified in this AD, contact Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, Dahlwitz, 15827 Blankenfelde-Mahlow, Germany; phone: 011 49 (0) 33–7086–1883; fax: 011 49 (0) 33–7086–3276.

(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 October 22, 2010.

**Peter A. White,**

*Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 2010–27486 Filed 11–2–10; 8:45 am]

**BILLING CODE 4910–13–P**

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

[Docket No. FAA–2005–22690; Directorate Identifier 2005–NE–35–AD; Amendment 39–16495; AD 2010–23–06]

RIN 2120–AA64

**Airworthiness Directives; McCauley Propeller Systems Five-Blade Propeller Assemblies**

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

**ACTION:** Final rule.

**SUMMARY:** We are superseding an existing airworthiness directive (AD) for the products listed above. That AD currently requires removing certain propeller hubs from service at new, reduced life limits and eddy current inspections (ECIs) of the propeller hub. This new AD requires removing certain propeller hubs from service before they exceed 6,000 hours time-since-new (TSN). This AD was prompted by a report of a crack in a propeller hub. We are issuing this AD to prevent cracked propeller hubs, which could cause failure of the propeller hub, blade separation, and loss of control of the airplane.

**DATES:** This AD is effective December 8, 2010.

**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:** Jeff Janusz, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, Small Airplane Directorate, 1801 Airport Road, Room 100, Wichita, KS 67209, telephone: (316) 946–4148; fax: (316) 946–4107; e-mail: [jeff.janusz@faa.gov](mailto:jeff.janusz@faa.gov).

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

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

part 39 to supersede airworthiness directive (AD) 2005–24–08, Amendment 39–14388. (70 FR 71756, November 30, 2005). That AD applies to the specified products. That NPRM published in the **Federal Register** on June 17, 2010 (75 FR 34390). That NPRM proposed to require:

- Removing from service the hub of any propeller assembly, P/N B5JFR36C1101/114GCA–0, C5JFR36C1102/L114GCA–0, B5JFR36C1103/114HCA–0, or C5JFR36C1104/L114HCA–0, if the hub exceeds 6,000 hours TSN on the effective date of this AD, within 250 hours time-in-service (TIS) after the effective date of this AD.

- Removing from service the hub of any propeller assembly, P/N B5JFR36C1101/114GCA–0, C5JFR36C1102/L114GCA–0, B5JFR36C1103/114HCA–0, or C5JFR36C1104/L114HCA–0, if the hub has fewer than 6,000 hours TSN, not later than 6,000 hours TSN.

#### 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—except for minor editorial changes. We have determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

#### Costs of Compliance

We estimate that this AD affects 30 engines installed on airplanes of U.S. registry.

We estimate the following costs to comply with this AD:

#### ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Remove the propeller hub from service .....	42 work-hours × \$85 per hour = \$3,570 .....	\$6,000	\$9,570	\$287,100

#### 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 (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, 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 removing airworthiness directive (AD) 2005–24–08, Amendment 39–14388. (70 FR 71756, November 30, 2005), and adding the following new AD:

**2010–23–06 McCauley Propeller Systems:**  
Amendment 39–16495; Docket No. FAA–2005–22690; Directorate Identifier 2005–NE–35–AD.

#### Effective Date

(a) This airworthiness directive (AD) is effective December 8, 2010.

#### Affected ADs

(b) This AD supersedes AD 2005–24–08, Amendment 39–14388.

#### Applicability

(c) This AD applies to McCauley Propeller Systems propeller assemblies, part numbers (P/Ns) B5JFR36C1101/114GCA–0, C5JFR36C1102/L114GCA–0, B5JFR36C1103/114HCA–0, and C5JFR36C1104/L114HCA–0. These propeller assemblies are installed on BAE Systems (Operations) Limited Jetstream Model 4100 series airplanes.

#### Unsafe Condition

(d) This AD results from a report of a cracked propeller hub. We are issuing this AD to prevent cracked propeller hubs, which could cause failure of the propeller hub, blade separation, and loss of control of 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.

#### Propeller Hub Reduced Life Limits

(f) For any propeller assembly, P/N B5JFR36C1101/114GCA–0, C5JFR36C1102/L114GCA–0, B5JFR36C1103/114HCA–0, or C5JFR36C1104/L114HCA–0, with a hub that exceeds 6,000 hours time-since-new (TSN) on the effective date of this AD, remove the propeller hub from service within 250 hours time-in-service after the effective date of this AD.

(g) For any propeller assembly, P/N B5JFR36C1101/114GCA–0, C5JFR36C1102/L114GCA–0, B5JFR36C1103/114HCA–0, or C5JFR36C1104/L114HCA–0, with a hub with fewer than 6,000 hours TSN, remove the propeller hub from service not later than 6,000 hours TSN.

#### Prohibition of Hubs Exceeding Life Limit

(h) After the effective date of this AD, don't install any hub removed from any propeller assembly that was removed by paragraphs (f) or (g) of this AD into any propeller assembly.

**Alternative Methods of Compliance**

(i) The Manager, Wichita 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**

(j) Contact Jeff Janusz, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, Small Airplane Directorate, 1801 Airport Road, Room 100, Wichita, KS 67209, telephone: (316) 946-4148; fax: (316) 946-4107, for more information about this AD.

**Material Incorporated by Reference**

(k) None.

Issued in Burlington, Massachusetts, on October 25, 2010.

**Karen M. Grant,**

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

[FR Doc. 2010-27608 Filed 11-2-10; 8:45 am]

**BILLING CODE 4910-13-P**

**FEDERAL TRADE COMMISSION****16 CFR Part 305**

[RIN 3084-AB03]

**Appliance Labeling Rule**

**AGENCY:** Federal Trade Commission.

**ACTION:** Correcting amendments.

**SUMMARY:** The Federal Trade Commission (“Commission”) is issuing technical corrections to the Appliance Labeling Rule (16 CFR Part 305). This document republishes the text of § 305.20(f) concerning catalog requirements not published in the CFR and corrects text in Appendix D4 concerning labels for instantaneous water heaters.

**DATES:** *Effective Date:* July 19, 2011.

**FOR FURTHER INFORMATION CONTACT:**

Hampton Newsome, Attorney, Division of Enforcement, Bureau of Consumer Protection, Federal Trade Commission, Washington, DC 20580 (202-326-2889).

**SUPPLEMENTARY INFORMATION:** The Commission is republishing § 305.20(f) of the Appliance Labeling Rule (16 CFR Part 305) which appeared in the **Federal Register** on October 23, 2008 (73 FR 63066, 63068), but was inadvertently not printed in the Code of Federal Regulations. In addition, the Commission is correcting text in Appendix D4 to the change the phrase “First Hour Rating” to “Capacity (maximum flow rate); gallons per minute (gpm).”<sup>1</sup>

**List of Subjects in 16 CFR Part 305**

Advertising, Energy conservation, Household appliances, Labeling, Reporting and recordkeeping requirements.

■ For the reasons discussed above, the Commission amends part 305 of title 16, Code of Federal Regulations, as follows:

**PART 305—RULE CONCERNING DISCLOSURES REGARDING ENERGY CONSUMPTION AND WATER USE OF CERTAIN HOME APPLIANCES AND OTHER PRODUCTS REQUIRED UNDER THE ENERGY POLICY AND CONSERVATION ACT (“APPLIANCE LABELING RULE”)**

■ 1. The authority citation for Part 305 continues to read as follows:

**Authority:** 42 U.S.C. 6294.

■ 2. In § 305.20, paragraph (f) is added to read as follows:

**305.20 Paper catalogs and Web sites.**

\* \* \* \* \*

(f) Any manufacturer, distributor, retailer, or private labeler who advertises a covered product that is a ceiling fan in a catalog, from which it may be purchased, shall disclose clearly and conspicuously in such catalog, on each page that lists the covered product, all the information concerning the product required by § 305.13(a)(1).

■ 3. Appendix D4 is revised to read as follows:

**APPENDIX D4 TO PART 305—WATER HEATERS—INSTANTANEOUS—GAS**

**RANGE INFORMATION**

Capacity	Range of estimated annual operating costs (dollars/year)			
	Natural gas (\$/year)		Propane (\$/year)	
	LOW	HIGH	LOW	HIGH
Capacity (maximum flow rate); gallons per minute (gpm)				
Under 1.00 .....	285	285	479	479
1.00 to 2.00 .....	280	285	456	471
2.01 to 3.00 .....	174	268	346	445
Over 3.00 .....	199	290	301	486

\* No data submitted.

By direction of the Commission.

**Donald S. Clark,**

*Secretary.*

[FR Doc. 2010-27692 Filed 11-2-10; 8:45 am]

**BILLING CODE 6750-01-P**

<sup>1</sup> The Commission last amended Appendix D4 (comparability ranges for instantaneous gas water heaters) on August 29, 2007 (72 FR 49948). The

correct capacity descriptor for instantaneous water heaters is maximum flow rate measured in gallons

per minute, not “first hour rating” as the current Rule indicates.