

same or similar novel or unusual design feature, the special conditions would also apply to the other model.

Novel or Unusual Design Features

The Turbomeca model Ardiden 3K turboshaft engine will incorporate a 30-minute HIP rating, for use up to 30 minutes at any time between take-off and landing. The 30-minute time limit applies to each instance the rating is used. However, there is no limit to the number of times the rating can be used during any one flight and there is no cumulative time limitation. These special conditions for a 30-minute HIP rating apply to address this novel and unusual design feature.

Discussion of Comments

A notice of proposed special conditions, Notice 33-12-02-SC for the Turbomeca model Ardiden 3K turboshaft engine was published on November 8, 2012 (77 FR 66936). We received no comments.

Applicability

These special conditions are applicable to Turbomeca model Ardiden 3K turboshaft engines. If Turbomeca applies later for a change to the type certificate to include another closely related model incorporating the same novel or unusual design feature, these special conditions would apply to that model as well. This is true, if the certification basis is the same or contains later amendments that satisfy the certification basis discussed in the section titled "Type Certification Basis."

Conclusion

We reviewed the available data and have determined that air safety and the public interest require adopting these special conditions as proposed. This action affects certain novel or unusual design features on the Turbomeca Model Ardiden 3K turboshaft engine. It is not a rule of general applicability, and applies only to Turbomeca, that requested FAA approval for these engine features.

List of Subjects in 14 CFR part 33

Air transportation, Aircraft, Aviation safety, Safety.

■ The authority citation for these special conditions continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701-44702, 44704.

The Special Conditions

■ Accordingly, the FAA issues the following special conditions as part of the type certification basis for the

Turbomeca model Ardiden 3K turboshaft engine.

1. Part 1 Definitions

Unless otherwise approved by the Administrator and documented in the appropriate manuals and certification documents, the following definition applies to these special conditions: "Rated 30-Minute Hover at Increased Power (HIP)," means the approved shaft horsepower developed under static conditions at the specified altitude and temperature, and within the operating limitations established under part 33, and limited in use to periods not exceeding 30 minutes.

2. Part 33 Requirements

(a) Sections 33.1 Applicability and 33.3 General. As applicable, all documentation, testing and analysis required to comply with the part 33 certification basis must account for the 30-minute HIP rating, limits, and usage.

(b) Section 33.4, Instructions for Continued Airworthiness (ICA). In addition to the requirements of § 33.4, the ICA must:

(1) Include instructions to ensure that in-service engine deterioration due to rated 30-minute HIP usage will not be excessive, meaning that all approved ratings, including One Engine Inoperative (OEI), are available (within associated limits and assumed usage) for each flight; and that deterioration will not exceed that assumed for declaring a Time Between Overhaul period.

(2) Validate the adequacy of the maintenance actions required under paragraph (b)(1) above.

(3) Include in the Airworthiness Limitations section, any mandatory inspections and serviceability limits related to the use of the 30-minute HIP rating.

(c) Section 33.29, Instrument Connection. The engine must have a means or a provision for a means, which alerts the pilot when the 30-minute HIP rating time limit has expired.

(d) Section 33.87, Endurance Test. In addition to the applicable requirements of §§ 33.87(a), 33.87(d) and 33.87(e) (for engines that combine 2.5 minute and continuous OEI ratings):

(1) The overall test run must include a minimum of 25 hours of operation at 30-minute HIP rating and limits, divided into periods of not less than 30 minutes but not more than 60 minutes, with alternate periods at maximum continuous power or less.

(2) Each § 33.87(d)(3) continuous OEI rating test period of 60 minutes duration run at power and limits equal to or higher than the 30-minute HIP rating, may be credited toward this

requirement. Note that you may not count the test time required for the takeoff or other OEI ratings toward the 25 hours of testing required at the 30-minute HIP rating.

Issued in Burlington, Massachusetts, on March 5, 2013.

Colleen M. D'Alessandro,

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

[FR Doc. 2013-07662 Filed 4-2-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2012-1288; Directorate Identifier 2012-NE-37-AD; Amendment 39-17403; AD 2013-06-06]

RIN 2120-AA64

Airworthiness Directives; General Electric Company Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for General Electric Company (GE) CF34-8C and CF34-8E turbofan engines with certain part numbers (P/N) of operability bleed valves (OBV) installed. This AD was prompted by three failure events of ring lock fuel fittings on the OBV. Two of those events led to an engine fire. This AD requires the affected OBVs be removed from service and replaced with OBVs eligible for installation. We are issuing this AD to prevent failure of OBV ring lock fuel fittings, engine fuel leakage, uncontrolled fire, and damage to the airplane.

DATES: This AD is effective May 8, 2013.

ADDRESSES: For service information identified in this AD, contact General Electric Company, One Neumann Way, MD Y-75, Cincinnati, OH; phone: 513-552-2913; email: gae.aoc@ge.com; and Web site: www.GE.com. You may view 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 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: John Frost, Aerospace Engineer, Engine & Propeller Directorate, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7756; fax: 781-238-7199; email: john.frost@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 December 13, 2012 (77 FR 74125). That NPRM proposed to require the affected OBVs be removed from service and replaced with OBVs eligible for installation.

Comments

We gave the public the opportunity to participate in developing this AD. The following presents the comments received on the proposal and the FAA's response to each comment.

Request To Change "Operating Hours" to "Flight Hours"

American Eagle Airlines requested that we change "operating hours" to "flight hours" throughout the document. Airlines track the aircraft flight hours, but not the time that an engine operates while the aircraft is on the ground.

We agree. We changed the AD to use flight hours throughout the AD.

Request To Change the Compliance Time

General Electric Company requested that we simplify the compliance by only requiring the OBVs to be replaced within two years after the effective date of the AD.

We do not agree. The proposed AD compliance is substantiated by risk analysis to provide an acceptable level of safety during the control program. We did not change the AD.

In Support of the Proposed AD

The National Transportation Safety Board stated that it is in support of the proposed AD.

P/N Corrections

Since we issued the proposed AD (77 FR 74125, December 13, 2012), we discovered during a technical review while preparing to issue the final rule AD, that the OBV parts manufacturer approval (PMA) P/Ns listed in the proposed AD were incorrect. We corrected PMA P/Ns 392155-2, 392155-3, and 392155-4, to PMA P/Ns 3291552-2, 3291552-3, and 3291552-4, respectively.

Conclusion

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

Costs of Compliance

We estimate that this AD will affect 300 engines installed on airplanes of U.S. registry. We also estimate that it will take about two hours per engine to perform the actions required by this AD, and that the average labor rate is \$85 per hour. Required parts will cost about \$25,000 per engine. Based on these figures, we estimate the total cost of the AD to U.S. operators to be \$7,551,000.

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 to the extent that it justifies making a regulatory distinction, 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 adding the following new airworthiness directive (AD):

2013-06-06 General Electric Company:
Amendment 39-17403; Docket No. FAA-2012-1288; Directorate Identifier 2012-NE-37-AD.

(a) Effective Date

This AD is effective May 8, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to General Electric Company (GE) CF34-8C1, CF34-8C5, CF34-8C5A1, CF34-8C5A2, CF34-8C5A3, CF34-8C5B1, CF34-8E2, CF34-8E2A1, CF34-8E5, CF34-8E5A1, CF34-8E5A2, CF34-8E6, and CF34-8E6A1 turbofan engines, with an operability bleed valve (OBV) part number (P/N) 4121T67P02, P/N 4121T67P03, P/N 4121T67P04, parts manufacturer approval (PMA) P/N 3291552-2, PMA P/N 3291552-3, or PMA P/N 3291552-4, installed.

(d) Unsafe Condition

This AD was prompted by three failure events of ring lock fuel fittings on the OBV. Two of those events led to an engine fire. We are issuing this AD to prevent failure of OBV ring lock fuel fittings, engine fuel leakage, uncontrolled fire, and damage to the airplane.

(e) Compliance

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

(f) Remove OBVs

(1) For OBVs with fewer than 6,000 flight hours since new on the effective date of this AD, remove the OBV from service before accumulating 12,000 flight hours since new, or within four years after the effective date of this AD, whichever occurs first.

(2) For OBVs with 6,000 or more flight hours since new on the effective date of this AD, remove the OBV from service before accumulating an additional 6,000 flight hours, or within two years after the effective date of this AD, whichever occurs first.

(g) Alternative Methods of Compliance (AMOCs)

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

(h) Related Information

(1) For more information about this AD, contact John Frost, Aerospace Engineer, Engine & Propeller Directorate, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7756; fax: 781-238-7199; email: john.frost@faa.gov.

(2) Refer to GE Service Bulletin (SB) No. CF34-8C-AL S/B 75-0017, Revision 1, dated October 9, 2012, and SB No. CF34-8E-AL S/B 75-0012, Revision 1, dated October 9, 2012, for related information.

(3) For service information identified in this AD, contact General Electric Company, One Neumann Way, MD Y-75, Cincinnati, OH; phone: 513-552-2913; email: gae.aoc@ge.com; and Web site: www.GE.com. You may view 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.

(i) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on March 21, 2013.

Robert J. Ganley,

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

[FR Doc. 2013-07510 Filed 4-2-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2013-0231; Airspace Docket No. 13-ASW-7]

RIN 2120-AA66

Modification of VOR Federal Airways V-68, V-76, V-194, and V-548 in the Vicinity of Houston, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule, technical amendment.

SUMMARY: This action amends VHF Omnidirectional Range (VOR) Federal airways V-68, V-76, V-194, and V-548 in the vicinity of Houston, TX. The FAA is taking this action to correct the airway descriptions contained in Part 71 to ensure they match the information contained in the FAA's aeronautical database and depicted on the associated aeronautical charts.

DATES: Effective date April 3, 2013. The Director of the Federal Register approves 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.

FOR FURTHER INFORMATION CONTACT: Colby Abbott, Airspace Policy and ATC Procedures Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:**History**

In 1999, the geographic coordinates reference used to describe the Hobby VOR/Distance Measuring Equipment (VOR/DME) navigation aid location changed and was updated in the FAA aeronautical database. However, the associated rulemaking action to amend the Hobby VOR/DME radial listed in the V-68, V-76, V-194, and V-548 descriptions for describing the airway segment between Hobby VOR/DME and Industry VOR Tactical Air Navigation (VORTAC) (V-68 and V-76), and between Hobby VOR/DME and College Station VORTAC (V-194 and V-548) was not accomplished. As a result, the current V-68, V-76, V-194, and V-548 descriptions do not match the airway information contained in the FAA's aeronautical database or the charted depiction of the airways on the aeronautical charts. The aeronautical database and associated charts depict

the correct Hobby VOR/DME radial for V-68, V-76, V-194, and V-548. To overcome the conflicting airway description information published in FAA Order 7400.9W (77 FR 50907, August 23, 2012), the FAA is amending the V-68, V-76, V-194, and V-548 descriptions to reflect the correct Hobby VOR/DME radial and match the information contained in the aeronautical database and associated charts.

Accordingly, since this is an administrative change to update the airway's description information to match the information currently contained in the FAA's aeronautical database and published on the associated aeronautical charts, notice and public procedures under Title 5 U.S.C. 553(b) are unnecessary.

The Rule

The FAA amends Title 14 Code of Federal Regulations (14 CFR) part 71 by amending the descriptions of VOR Federal airways V-68, V-76, V-194, and V-548 in the vicinity of Houston, TX. Specifically, the FAA amends V-68 and V-76 to reflect the Hobby VOR/DME 289° radial to define the intersection on the airway segment between the Hobby VOR/DME and the Industry VORTAC, and amends V-194 and V-548 to reflect the Hobby VOR/DME 289° radial to define the intersection on the airway segment between the Hobby VOR/DME and the College Station VORTAC. Correcting the airway descriptions to reflect the correct Hobby VOR/DME radial ensures the descriptions match the information contained in the FAA's aeronautical database and depicted on the associated charts.

VOR Federal airways are listed in paragraph 6010 of FAA Order 7400.9W dated August 8, 2012, and effective September 15, 2012, which is incorporated by reference in 14 CFR 71.1. The VOR Federal airways listed in this document will be revised subsequently in the Order.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation: (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is