

§ 1260.315 [Amended]

- 3. Amend § 1260.315 by:
 - a. Removing paragraph (q); and
 - b. Redesignating paragraphs (r) through (rr) as paragraphs (q) through (qq), respectively.

Melissa Bailey,

Associate Administrator, Agricultural Marketing Service.

[FR Doc. 2023-24395 Filed 11-3-23; 8:45 am]

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

[Docket No. FAA-2023-1410; Project Identifier MCAI-2022-01517-E; Amendment 39-22575; AD 2023-21-03]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce Deutschland Ltd & Co KG Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2013-26-10 for certain Rolls-Royce Deutschland Ltd & Co KG (RRD) Model RB211-524G2-19, RB211-524G3-19, RB211-524H-36, and RB211-524H2-19 engines. AD 2013-26-10 required a one-time reduction in the cyclic life of certain high-pressure compressor (HPC) rotor stage 1 and stage 2 disks, and removal of disks that exceed the reduced cycle life. Since the FAA issued AD 2013-26-10, the manufacturer has revised the engine time limits manual (TLM), introducing new and more restrictive instructions. This AD is prompted by the manufacturer revising the engine time limits manual, introducing new and more restrictive instructions. This AD requires revisions to the airworthiness limitations section (ALS) of the operator's existing approved engine maintenance or inspection program, as applicable, as specified in a European Union Aviation Safety Agency (EASA) AD, which is incorporated by reference. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective December 11, 2023.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of December 11, 2023.

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket

No. FAA-2023-1410; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

Material Incorporated by Reference:

- For service information identified in this final rule, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADs@easa.europa.eu; website: easa.europa.eu. You may find this material on the EASA website at ad.easa.europa.eu. It is also available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2023-1410.

- You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222-5110.

FOR FURTHER INFORMATION CONTACT: Sungmo Cho, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238-7241; email: sungmo.d.cho@faa.gov.

SUPPLEMENTARY INFORMATION:**Background**

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2013-26-10, Amendment 39-17719 (79 FR 1315, January 8, 2014), (AD 2013-26-10). AD 2013-26-10 applied to certain RRD Model RB211-524G2-19, RB211-524G3-19, RB211-524H-36, and RB211-524H2-19 engines. AD 2013-26-10 required a one-time reduction in the cyclic life of certain HPC rotor stage 1 and stage 2 disks, and removal of disks that exceed the reduced cycle life. The FAA issued AD 2013-26-10 to prevent the failure of certain life-limited parts, which could result in uncontained engine damage and damage to the airplane.

The NPRM published in the **Federal Register** on July 11, 2023 (88 FR 44075). The NPRM was prompted by AD 2022-0232, dated November 28, 2022 (EASA AD 2022-0232) (referred to after this as the MCAI), issued by EASA which is the Technical Agent for the Member States of the European Union. The MCAI states that the ALS for RB211-524G/H engines, which is approved by EASA, is defined and published in TLM T-

211(524)-7RR, and that these airworthiness limitations have been identified as mandatory for continued airworthiness. The MCAI also states that since the original issue of TLM T-211(524)-7RR, updated thresholds and intervals were introduced for newly designed parts. EASA AD 2013-0246 was issued to require implementation of the reduced cyclic life limit and replacement of HPC stage 1 and 2 disks before exceeding their life limit. The MCAI also states that the manufacturer published a revised engine TLM since EASA AD 2013-0246 was issued, introducing new and more restrictive instructions. The ALS defined in the revised engine TLM also adds RRD Model RB211-524G2-T-19, RB211-524G3-T-19, RB211-524H-T-36, and RB211-524H2-T-19 engines to the list of affected engines.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2023-1410.

In the NPRM, the FAA proposed to require revising the existing approved engine maintenance or inspection program, as applicable, to incorporate new and more restrictive airworthiness limitations, which are specified in EASA AD 2022-0232 described previously, except for any differences identified as exceptions in the regulatory text of this AD and as discussed under "Differences Between this AD and the MCAI."

Discussion of Final Airworthiness Directive**Comments**

The FAA received a comment from Air Line Pilots Association, International (ALPA). ALPA supported the NPRM without change.

Conclusion

These products have been approved by the aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, it has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA reviewed the relevant data, considered the comment received, and determined that air safety requires adopting the AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. Except for minor editorial changes, this AD is adopted as proposed in the NPRM.

Related Service Information Under 14 CFR Part 51

The FAA reviewed EASA AD 2022-0232, which specifies instructions for

accomplishing the actions specified in the applicable TLM, including performing maintenance tasks, replacing life-limited parts, and revising the existing approved maintenance or inspection program, as applicable, by incorporating the limitations, tasks, and associated thresholds and intervals described in the TLM.

This service information is reasonably available because the interested parties

have access to it through their normal course of business or by the means identified in **ADDRESSES**.

Differences Between This AD and the MCAI

Where paragraph (3) of EASA AD 2022-0232 specifies revising the approved Aircraft Maintenance Programme within 12 months after the effective date of EASA AD 2022-0232, this AD requires revising the ALS of the

existing approved engine maintenance or inspection program, as applicable, within 90 days after the effective date of this AD.

Costs of Compliance

The FAA estimates that this AD affects 22 engines installed on airplanes of U.S. registry.

The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Revise the ALS of the existing approved engine maintenance or inspection program.	1 work-hour × \$85 per hour = \$85	\$0	\$85	\$1,870

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.

The FAA is 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

The FAA has 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) Will not affect intrastate aviation in Alaska, 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.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

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:
 - a. Removing Airworthiness Directive 2013-26-10, Amendment 39-17719 (79 FR 1315, January 8, 2014); and
 - b. Adding the following new airworthiness directive:

2023-21-03 Rolls-Royce Deutschland Ltd & Co KG: Amendment 39-22575; Docket No. FAA-2023-1410; Project Identifier MCAI-2022-01517-E.

(a) Effective Date

This airworthiness directive (AD) is effective December 11, 2023.

(b) Affected ADs

This AD replaces AD 2013-26-10, Amendment 39-17719 (79 FR 1315, January 8, 2014).

(c) Applicability

This AD applies to Rolls-Royce Deutschland Ltd & Co KG (RRD) Model RB211-524G2-19, RB211-524G2-T-19, RB211-524G3-19, RB211-524G3-T-19, RB211-524H-36, RB211-524H-T-36, RB211-524H2-19, and RB211-524H2-T-19 engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7230, Turbine Engine Compressor Section.

(e) Unsafe Condition

This AD was prompted by the manufacturer revising the engine time limits manual, introducing new and more restrictive instructions. The FAA is issuing this AD to prevent failure of certain life-limited parts. The unsafe condition, if not addressed, could result in uncontained engine damage and damage to the airplane.

(f) Compliance

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

(g) Required Actions

Except as specified in paragraph (h) of this AD: Perform all required actions within the compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2022-0232, dated November 28, 2022 (EASA AD 2022-0232).

(h) Exceptions to EASA AD 2022-0232

(1) Where EASA AD 2022-0232 defines the AMP as the “approved Aircraft Maintenance Programme which contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated engine,” replace that text with the “Aircraft Maintenance Program which contains the tasks of which the operator or the owner ensures the continuing airworthiness of each operated airplane.”

(2) Where EASA AD 2022-0232 refers to its effective date, this AD requires using the effective date of this AD.

(3) This AD does not require compliance with paragraph (1) of EASA AD 2022-0232.

(4) This AD does not require compliance with paragraph (2) of EASA AD 2022-0232.

(5) Where paragraph (3) of EASA AD 2022-0232 specifies revising the approved Aircraft Maintenance Programme within 12 months after the effective date of EASA AD 2022-0232, this AD requires revising the airworthiness limitations section (ALS) of the

existing approved engine maintenance or inspection program, as applicable, within 90 days after the effective date of this AD.

(6) This AD does not require compliance with paragraph (4) of EASA AD 2022–0232.

(7) This AD does not require compliance with paragraph (5) of EASA AD 2022–0232.

(8) This AD does not adopt the Remarks paragraph of EASA AD 2022–0232.

(i) Provisions for Alternative Actions and Intervals

After performing the actions required by paragraph (g) of this AD, no alternative actions and associated thresholds and intervals, including life limits, are allowed unless they are approved as specified in the provisions of the “Ref. Publications” section of EASA AD 2022–0232.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, AIR–520 Continued Operational Safety Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the AIR–520 Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (k) of this AD and email to: *ANE-AD-AMOC@faa.gov*.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(k) Additional Information

For more information about this AD, contact Sungmo Cho, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238–7241; email: *sungmo.d.cho@faa.gov*.

(l) Material Incorporated by Reference

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

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2022–0232, dated November 28, 2022.

(ii) [Reserved]

(3) For EASA AD 2022–0232, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: *ADs@easa.europa.eu*; website: *easa.europa.eu*. You may find this EASA AD on the EASA website at *ad.easa.europa.eu*.

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222–5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on

the availability of this material at NARA, email: *fr.inspection@nara.gov*, or go to: *www.archives.gov/federal-register/cfr/ibr-locations.html*.

Issued on October 18, 2023.

Ross Landes,

Deputy Director for Regulatory Operations, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2023–24383 Filed 11–3–23; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2023–1412; Project Identifier MCAI–2022–01588–E; Amendment 39–22562; AD 2023–20–03]

RIN 2120–AA64

Airworthiness Directives; Austro Engine GmbH Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Austro Engine GmbH Model E4 and E4P engines. This AD is prompted by reports of piston failures and the determination that certain batches of pistons were manufactured with a dimensional deviation in the piston pin bore and piston diameter. This AD requires repetitive engine oil analysis for aluminum content outside the acceptable limits and, if necessary, replacement of the pistons, piston rings, con-rods assembly, and crankcase or, as an alternative, replacement of the engine core. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective December 11, 2023.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of December 11, 2023.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2023–1412; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room

W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

Material Incorporated by Reference:

• For service information identified in this final rule, contact Austro Engine GmbH, Rudolf-Diesel-Strasse 11, A–2700 Weiner Neustadt, Austria; phone: +43 2622 23000; website: *austroengine.at*.

• You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222–5110. It is also available at *regulations.gov* under Docket No. FAA–2023–1412.

FOR FURTHER INFORMATION CONTACT:

Barbara Caufield, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (781) 238–7146; email: *barbara.caufield@faa.gov*.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain Austro Engine GmbH Model E4 and E4P engines. The NPRM published in the **Federal Register** on July 14, 2023 (88 FR 45118). The NPRM was prompted by European Union Aviation Safety Agency (EASA) AD 2022–0240R1, dated December 15, 2022 (referred to after this as the MCAI), issued by EASA, which is the Technical Agent for the Member States of the European Union. The MCAI states that a manufacturer investigation into reports of piston failures determined that certain batches of pistons were manufactured with a dimensional deviation in the piston pin bore and in the piston diameter, which could cause piston failure, with consequent loss of oil, loss of engine power, and reduced control of the airplane. To address the unsafe condition, EASA issued EASA AD 2022–0240, dated December 6, 2022 (EASA AD 2022–0240), to specify repetitive oil analyses and replacement of the pistons, piston rings, con-rods assembly, and crankcase, or as an alternative, replacement of the engine core. EASA AD 2022–0240 also prohibited release to service of an airplane until receipt of the results for each oil analysis.

Since EASA AD 2022–0240 was issued, the manufacturer determined that aluminum levels outside of the acceptable limits would be found during the first oil analysis, and are unlikely to be found during subsequent oil analyses. As a result, EASA revised