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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

**[Docket No. FAA-2006-23954; Directorate Identifier 2005-NE-54-AD; Amendment 39-15202; AD 2007-19-11]**

**RIN 2120-AA64**

#### **Airworthiness Directives; Turbomeca S.A. Artouste III B, Artouste III B1, and Artouste III D Turboshaft Engines; Correction**

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

**ACTION:** Final rule; correction.

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**SUMMARY:** The FAA is correcting airworthiness directive (AD) 2007-19-11. That AD applies to Turbomeca S.A. Artouste III B, Artouste III B1, and Artouste III D turboshaft engines. We published that AD in the Federal Register on September 21, 2007 (72 FR 53937). The AD number of the superseded AD, is incorrect in two places in the preamble, and in one place in paragraph (b). This document corrects those AD numbers. In all other respects, the original document remains the same.

**DATES:** Effective Date: Effective October 9, 2007.

**FOR FURTHER INFORMATION CONTACT:** Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7175; fax (781) 238-7199.

**SUPPLEMENTARY INFORMATION:** On September 21, 2007 (72 FR 53937), we published a final rule AD, FR Doc. E7-18484, in the Federal Register. That AD applies to Turbomeca S.A. Artouste III B, Artouste III B1, and Artouste III D turboshaft engines. We need to make the following corrections:

On page 53937, in the second column, in the Supplementary Information paragraph, in the third line, "2005-04-15" is corrected to read "2006-04-15".

On page 53938, in the first column, in the second line, "2005-04-15" is corrected to read "2006-04-15".

**§ 39.13 [Corrected]**

On page 53938, in the third column, in paragraph (b), in the first line, "2005-04-15" is corrected to read "2006-04-15".

Issued in Burlington, Massachusetts, on October 1, 2007.

Peter A. White,

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

[FR Doc. E7-19686 Filed 10-5-07; 8:45 am]

[Federal Register: September 21, 2007 (Volume 72, Number 183)]  
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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

**[Docket No. FAA-2006-23594; Directorate Identifier 2005-NE-54-AD; Amendment 39-15202; AD 2007-19-11]**

**RIN 2120-AA64**

#### **Airworthiness Directives; Turbomeca S.A. Artouste III B, Artouste III B1, and Artouste III D Turboshaft Engines**

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

**ACTION:** Final rule; request for comments.

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**SUMMARY:** The FAA is superseding an existing airworthiness directive (AD) for Turbomeca Artouste III B, Artouste III B1, and Artouste III D turboshaft engines. That AD currently requires removing certain fuel pumps from service and installing serviceable fuel pumps. This AD requires the same actions and adds to the applicability, additional fuel pumps by serial number (SN). This AD results from Turbomeca identifying a number of fuel pump SNs that they omitted from the original population. We are issuing this AD to prevent reduced engine fuel flow and subsequent loss of control of the helicopter, or an accident.

**DATES:** Effective October 9, 2007.

We must receive any comments on this AD by November 20, 2007.

**ADDRESSES:** Use one of the following addresses to comment on this AD.

- DOT Docket Web site: Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.
- Government-wide rulemaking Web site: Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.
- Mail: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.
- 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.

Contact Turbomeca, 40220 Tarnos, France; telephone 33 05 59 74 40 00, fax 33 05 59 74 45 15, for the service information identified in this AD.

**FOR FURTHER INFORMATION CONTACT:** Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7175; fax (781) 238-7199.

**SUPPLEMENTARY INFORMATION:** On February 17, 2006, the FAA issued AD 2006-04-15, Amendment 39-14497 (71 FR 9692, February 27, 2006). That AD requires removing affected fuel pumps from service and installing serviceable fuel pumps, within 30 days or 80 operating hours after receipt of a serviceable fuel pump, whichever occurs first, but no later than March 15, 2006. That AD was the result of fuel pumps entering service after passing a faulty acceptance test. Accordingly, those fuel pumps may limit the maximum fuel flow available to the engine. That condition, if not corrected, could result in reduced engine fuel flow and subsequent loss of control of the helicopter, or an accident.

### **Actions Since AD 2006-04-15 Was Issued**

The European Aviation Safety Agency (EASA), which is the airworthiness authority for the European Union, notified the FAA that Turbomeca has identified an additional 58 fuel pumps, by SN, that were omitted from the original SN listing. These pumps may be installed on U.S.-registered Eurocopter France Alouette III SE.3160, SA.316B, SA.315B, and SA.316C helicopters.

Turbomeca issued Mandatory Service Bulletin No. 218 73 0802, Update 1, dated January 8, 2007, to address the 160 suspect fuel pumps. We cannot confirm that these fuel pumps have been removed from service and retested or replaced. The EASA issued AD 2007-0030, dated February 6, 2007, in order to ensure the airworthiness of these engines in the European Union. We are issuing this AD to prevent reduced helicopter performance, subsequent loss of control of the helicopter, or accident.

### **Differences Between This AD and the Service Information**

Turbomeca SB 218 73 0802, Update 1, dated January 8, 2007, requires compliance by March 1, 2007, at the latest. This AD requires compliance no later than 30 days after the effective date of this AD.

### **Bilateral Airworthiness Agreement**

This engine model is manufactured in France and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Under this bilateral airworthiness agreement, the EASA has kept the FAA informed of the situation described above. We have examined the findings of the EASA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

### **FAA's Determination and Requirements of This AD**

The unsafe condition described previously is likely to exist or develop on other Turbomeca Artouste III B, Artouste III B1, and Artouste III D turboshaft engines of the same type design. We are issuing this AD to prevent reduced engine fuel flow and subsequent loss of control of the helicopter, or an accident. This AD requires:

- For pumps with a SN listed in Table 1 of this AD, removing affected fuel pumps from service and installing serviceable fuel pumps no later than March 15, 2006, the compliance end date of AD 2006-04-15.

- For pumps with a SN listed in Table 2 of this AD, removing affected fuel pumps from service and installing serviceable fuel pumps before accumulating 50 cycles-in-service after the effective date of this AD, but no later than 30 days after the effective date of this AD.

### **FAA's Determination of the Effective Date**

Since an unsafe condition exists that requires the immediate adoption of this AD, we have found that notice and opportunity for public comment before issuing this AD are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

### **Comments Invited**

This AD is a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment; however, we invite you to send us any written relevant data, views, or arguments regarding this AD. Send your comments to an address listed under ADDRESSES. Include "AD Docket No. FAA-2006-23594; Directorate Identifier 2005-NE-54-AD" in the subject line of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify it.

We will post all comments we receive, without change, to <http://dms.dot.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 DMS Web site, anyone can find and read the comments in any of our dockets, including 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) or you may visit <http://dms.dot.gov>.

### **Examining the AD Docket**

You may examine the AD docket on the Internet at <http://dms.dot.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 (telephone (800) 647-5527) is provided in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

### **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 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 summary of the costs to comply with this AD and placed it in the AD Docket. You may get a copy of this summary at the address listed under ADDRESSES.

### **List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Safety.

### **Adoption of the Amendment**

Under the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (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 Amendment 39-14497 (71 FR 9692, February 27, 2006), and by adding a new airworthiness directive, Amendment 39-15202, to read as follows:



**CORRECTION:** [*Federal Register: October 9, 2007 (Volume 72, Number 194)*]; Page 57195-57196; [www.access.gpo.gov/su\\_docs/aces/aces140.html](http://www.access.gpo.gov/su_docs/aces/aces140.html)]

**2007-19-11 Turbomeca S.A.:** Amendment 39-15202. Docket No. FAA-2005-23594; Directorate Identifier 2005-NE-54-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective October 9, 2007.

**Affected ADs**

(b) This AD supersedes AD 2006-04-15, Amendment 39-14497.

**Applicability**

(c) This AD applies to Turbomeca Artouste III B, Artouste III B1, and Artouste III D turboshaft engines. These engines are installed on, but not limited to, Eurocopter France Alouette III SE.3160, SA.316B, SA.315B, and SA.316C helicopters.

**Unsafe Condition**

(d) This AD results from Turbomeca S.A. identifying a number of fuel pump serial numbers (SNs) that they omitted from the original population. We are issuing this AD to prevent reduced engine fuel flow and subsequent loss of control of the helicopter, or an accident.

**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.

**Original Requirement**

(f) Remove from service the fuel pumps listed by SN in Table 1 of this AD, and install a serviceable fuel pump no later than March 15, 2006.

**Table 1 – Affected Fuel Pump SNs**

A59B	F504B	2827
A82B	F506B	2828
A91B	F537B	2830
B14B	F561B	2838
B29B	F589B	2854
B42B	F596B	2867

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C27B	F607B	2868
C6B	F630B	2884
C92B	F643B	2944
D16B	F706B	3078
D18B	F724B	3175
D20B	F743B	3230
D80B	F745B	3259
D99B	F748B	3282
E49B	F759B	3343
E77B	F760B	3376
E90B	F762B	3383
F112B	F957B	3385
F131B	808	3397
F176B	1725	3458
F220B	1766	3515
F243B	1770	3548
F253B	1897	3660
F262B	1941	3746
F293B	2154	3756
F317B	2155	3757
F320B	2233	3783
F357B	2512	3792
F368B	2620	3826
F420B	2729	3858
F464B	2759	3888
F466B	2763	3894
F477B	2786	3979
F47B	2787	4066

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**New Requirement**

(g) Remove from service the fuel pumps listed by SN in Table 2 of this AD, and install a serviceable fuel pump, before accumulating 50 hours in service after the effective date of this AD, but no later than 30 days from the effective date of this AD.

**Table 2 – Additional Affected Fuel Pump SNs**

158B	3220	4241B	F48B
1749	3277	B52B	F551B
1750	3293	B82B	F620B
2103	3323	C01B	F652B
2577	3326	D14B	F66B
2665	3395	D2B	F776B
2728	3438	D71B	F801B
2837	3581	D93B	F817B
2882	3725	E67B	F833B
2887	3729	F129B	F944B
2894	3884	F151B	F971B
2933	3923	F164B	G58B
3045	4123	F335B	G61B
3120	4129	F350B	
3200	4213	F472B	

### **Definition**

(h) For the purpose of this AD, a serviceable fuel pump is:

- (1) A fuel pump that is not listed in Table 1 or Table 2 of this AD; or
- (2) A fuel pump that is listed in Table 1 or Table 2 of this AD that has been retested to verify that it meets maximum fuel flow requirements.

### **Alternative Methods of Compliance**

(i) The Manager, Engine 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) European Aviation Safety Agency AD No. 2007-0030, dated February 6, 2007, also addresses the subject of this AD.

(k) Turbomeca Mandatory Service Bulletin No. 218 73 0802, Update No. 1, dated January 8, 2007, pertains to the subject of this AD.

Issued in Burlington, Massachusetts, on September 11, 2007.

Francis A. Favara,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E7-18434 Filed 9-20-07; 8:45 am]