

private pilot certificate and must be entered into the aircraft records showing compliance with this AD following 14 CFR § 43.9 (a)(1) through (4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(4) Initially within 30 days after January 28, 2014 (the effective date of this AD) and repetitively thereafter at intervals not to exceed 12 calendar months, visually inspect (pre-flight) the power plant (propeller hub and propeller blades) for cracks or other damage using the following service information in paragraphs (f)(4)(i) and (f)(4)(ii) of this AD:

(i) *For S/N 1 through 174:* Use step (4)(c) of the *Visual inspection of the power plant* section on page 4.3.3 of Schempp-Hirth Flugzeugbau GmbH Duo Discus T Flight Manual issue May 2000, Revision No. 12, Date of issue November 2011; as specified in Schempp-Hirth Flugzeugbau GmbH Technical Note No. 890-13, 2nd issue, dated March 5, 2013.

(ii) *For S/N 175 through 240:* Use step (4)(c) of the *Visual inspection of the power plant* section on page 4.3.3, of Schempp-Hirth Flugzeugbau GmbH Duo Discus T Flight Manual issue October 2007, Revision No. 2, Date of issue November 2011; as specified in Schempp-Hirth Flugzeugbau GmbH Technical Note No. 890-13, 2nd issue, dated March 5, 2013.

**Note 1 to paragraph (f)(4)(ii) of this AD:** The flight manual references TN 890-13 and MB 890-8; however, neither are part of the flight manual. Also, MB 890-8 does not apply to the airplanes included in the Applicability of this AD.

(5) If any cracks or other damage is found during any inspection required by paragraph (f)(4) of this AD, before further flight, replace any parts found with cracks and repair any damage.

(6) The revised SFM pages require pre-flight checks that may be done by the pilot. However, the inspection actions required in paragraph (f)(4) of this AD, to include all subparagraphs, are separate from the pilot pre-flight checks and must be done by a properly certificated aircraft mechanic.

#### (g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: [jim.rutherford@faa.gov](mailto:jim.rutherford@faa.gov). Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority

(or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

#### (h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2013-0054, dated March 5, 2013, for more information. You may examine the MCAI in the AD docket on the Internet <http://www.regulations.gov/#/documentDetail;D=FAA-2013-0661-0002>.

#### (i) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) 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) Schempp-Hirth Flugzeugbau GmbH Technische Mitteilung Nr. 890-13, 2. Ausgabe, dated March 5, 2013 (English translation: Schempp-Hirth Flugzeugbau GmbH Technical Note No. 890-13, 2nd Issue, dated March 5, 2013);

(ii) Schempp-Hirth Flugzeugbau GmbH Duo Discus T FLUGHANDBUCH Ausgabe Oktober 2007, Lfd. Nr. der Berichtigung 2, Datum der Berichtigung November 2011 (English translation: Schempp-Hirth Flugzeugbau GmbH Duo Discus T Flight Manual issue October 2007, Revision No. 2, Date of issue November 2011); and

(iii) Schempp-Hirth Flugzeugbau GmbH Duo Discus T FLUGHANDBUCH Ausgabe Mai 2000, Lfd. Nr. der Berichtigung 12, Datum der Berichtigung November 2011 (English translation: Schempp-Hirth Flugzeugbau GmbH Duo Discus T Flight Manual issue May 2000, Revision No. 12, Date of issue November 2011).

**Note 2 to paragraphs (i)(2)(i) through (i)(2)(iii) of this AD:** This service information contains German to English translation. EASA used the English translation in referencing the documents from Schempp-Hirth Flugzeugbau GmbH. For enforceability purposes, we will refer to the Schempp-Hirth Flugzeugbau GmbH service information as the titles appear on the documents.

(3) For Schempp-Hirth Flugzeugbau GmbH service information identified in this AD, contact Schempp-Hirth Flugzeugbau GmbH, Krebenstrasse 25, 73230 Kirchheim/Teck, Germany; telephone: +49 7021 7298-0; fax: +49 7021 7298-199; email: [info@schempp-hirth.com](mailto:info@schempp-hirth.com); Internet: <http://www.schempp-hirth.com>.

(4) You may view this service information at FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(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, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>

Issued in Kansas City, Missouri, on November 26, 2013.

**Earl Lawrence,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2013-30460 Filed 12-23-13; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA-2013-0557; Directorate Identifier 2013-NE-22-AD; Amendment 39-17679; AD 2013-24-05]**

**RIN 2120-AA64**

#### **Airworthiness Directives; Turbomeca S.A. Turboshift Engines**

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

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for certain Turbomeca S.A. Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshift engines. This AD requires a one-time inspection of the free turbine (FT) module (M04) for the affected Turbomeca S.A. Arriel 1 engines and, if a discrepancy is found, repair of the affected module. This AD was prompted by a “chip illumination event” in flight on a Turbomeca S.A. Arriel 1 engine. We are issuing this AD to prevent a loss of FT bearing lubrication, resulting in FT module failure, damage to the engine, and damage to the aircraft.

**DATES:** This AD becomes effective January 28, 2014.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of January 28, 2014.

**ADDRESSES:** The Docket Operations office is located at Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.

#### **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 mandatory continuing airworthiness information (MCAI), the regulatory evaluation, any comments received, and other

information. The street address for the Docket Operations office (phone: 800–647–5527) is provided in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** Robert Morlath, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781–238–7154; fax: 781–238–7199; email: [robert.c.morlath@faa.gov](mailto:robert.c.morlath@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

#### **Discussion**

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to the specified products. The NPRM was published in the **Federal Register** on August 12, 2013 (78 FR 48824). The NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

A “chip light illumination” event in flight on an ARRIEL 1C2 engine was reported to Turbomeca. Following the event, which resulted from Free Turbine front bearing deterioration, the investigation revealed that the loss of the Free Turbine (FT) bearing module has led to a major disruption in the lubrication of the FT module (M04) bearings. The root cause of the event has been attributed to incorrect bonding of the Free Turbine Bearing Plug, accomplished during the repair process in an identified Repair Center. Consequently, it was possible to identify a batch of Modules M04 which are potentially affected.

You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0557-0002>.

#### **Comments**

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM (78 FR 48824, August 12, 2013).

#### **Conclusion**

We reviewed the available data and determined that air safety and the public interest require adopting this AD as proposed.

#### **Costs of Compliance**

We estimate that this AD will affect about 5 engines of U.S. registry. We also estimate that it will take about 1 hour per product to comply with this AD. The average labor rate is \$85 per hour. Required parts will cost about \$13 per engine. Based on these figures, we estimate the cost of this AD on U.S. operators to be \$1,765.

#### **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),
- (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.

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 airworthiness directive (AD):

**2013–24–05 Turbomeca S.A.: Amendment 39–17679; Docket No. FAA–2013–0557; Directorate Identifier 2013–NE–22–AD.**

#### **(a) Effective Date**

This AD becomes effective January 28, 2014.

#### **(b) Affected ADs**

None.

#### **(c) Applicability**

This AD applies to Turbomeca S.A. Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines equipped with free turbine (FT) module (M04) identified by the part and serial numbers listed in Figure 2 of Turbomeca S.A. Alert Mandatory Service Bulletin (MSB) No. A292 72 0838, Version A, dated May 24, 2013.

#### **(d) Reason**

This AD was prompted by a “chip illumination event” in flight on a Turbomeca S.A. Arriel 1 engine. We are issuing this AD to prevent a loss of FT bearing lubrication, resulting in FT module failure, damage to the engine, and damage to the aircraft.

#### **(e) Actions and Compliance**

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

(1) For Arriel 1B, 1D, and 1D1 engines with an FT module (M04) with a part and serial number listed in Figure 2 of Turbomeca S.A. Alert MSB No. A292 72 0838, Version A, dated May 24, 2013, within 50 flight hours (FHs) from the effective date of this AD, inspect the FT module (M04). Use the instructions in paragraph 6 of Turbomeca S.A. Alert MSB No. A292 72 0838, Version A, dated May 24, 2013 to do the inspection.

(2) For Arriel 1A1, 1A2, 1C, 1C1, 1C2, 1E2, 1K1, 1S, and 1S1 engines with an FT module (M04) with a part and serial number listed in Figure 2 of Turbomeca S.A. Alert MSB No. A292 72 0838, Version A, dated May 24, 2013, within 300 FHs from the effective date of this AD, inspect the FT module (M04). Use the instructions in paragraph 6 of Turbomeca S.A. Alert MSB No. A292 72 0838, Version A, dated May 24, 2013, to do the inspection.

(3) If you find that the FT module (M04) is not eligible for return to service, remove the FT module (M04) before further flight.

#### **(f) Installation Prohibition**

After the effective date of this AD, do not install any affected FT module (M04) with a part and serial number listed in Figure 2 of Turbomeca S.A. Alert MSB No. A292 72 0838, Version A, dated May 24, 2013, onto

any engine, or an engine with an affected FT module (M04) onto any helicopter, unless the module has passed the inspections required by paragraphs (e)(1) and (e)(2) of this AD.

#### (g) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, 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 Robert Morlath, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7154; fax: 781-238-7199; email: [robert.c.morlath@faa.gov](mailto:robert.c.morlath@faa.gov).

(2) Refer to MCAI European Aviation Safety Agency AD 2013-0120, dated June 4, 2013, for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/documentDetail;D=FAA-2013-0557-0002>.

#### (i) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) 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) Turbomeca S.A. Alert Mandatory Service Bulletin No. A292 72 0838, Version A, dated May 24, 2013.

(ii) Reserved.

(3) For Turbomeca service information identified in this AD, contact Turbomeca, S.A., 40220 Tarnos, France; phone: 33 (0)5 59 74 40 00; telex: 570 042; fax: 33 (0)5 59 74 45 15.

(4) You may view this service information at 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.

(5) You may view this service information 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 November 14, 2013.

**Colleen M. D'Alessandro,**

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

[FR Doc. 2013-30459 Filed 12-23-13; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 61

[Docket No. FAA-2007-27043; Amdt. No. 61-132]

RIN 2120-AI77

#### Fees for Certification Services and Approvals Performed Outside the United States; Technical Amendment

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; technical amendment.

**SUMMARY:** The FAA is correcting a direct final rule published on April 12, 2007 (72 FR 18556). In that rule, the FAA amended its regulations to revise the fee requirement for issuance of airman certificates. This document amends one paragraph that unintentionally expanded the FAA's ability to refuse issuance of airman certificates to U.S. citizens and resident aliens, removes two paragraphs that were inadvertently left in one subsection, and renumbers the paragraphs and revises cross-references accordingly.

**DATES:** Effective December 24, 2013.

**FOR FURTHER INFORMATION CONTACT:** For technical questions concerning this action, contact the General Aviation and Commercial Division, AFS-800, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 385-9600. For legal questions concerning this final rule contact Anne Moore, Office of the Chief Counsel—International Law, Legislation, and Regulations Division, AGC-240, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-3123; facsimile (202) 267-7971, email [anne.moore@faa.gov](mailto:anne.moore@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

In 2007, the FAA published a direct final rule revising the fee requirement of 14 CFR 61.13 for the issuance of an airman certificate by extending the fee requirement to all applicants outside the United States regardless of citizenship. 72 FR 18556, 18558 (Apr. 12, 2007). The FAA is now issuing a technical amendment to § 61.13 because the revision to the fee requirement inadvertently expanded the Administrator's authority to refuse to issue a U.S. airman certificate, rating, or authorization to U.S. citizens and

resident aliens. Formerly, that provision had been limited to applicants who were non-resident aliens.

The FAA is also removing paragraphs (A) and (B) from paragraph (a)(2)(i) because those paragraphs were inadvertently left in § 61.13 due to erroneous amendatory instructions in the April 12, 2007 direct final rule. 72 FR 18558. Finally, the FAA is renumbering the paragraphs of § 61.13 and updating cross-references to reflect these revisions.

#### Technical Amendment

Section 61.13 establishes the requirements for the issuance of airman certificates, ratings, and authorizations. Prior to issuance of the 2007 direct final rule, § 61.13(a)(2) stated that an applicant for a certificate, rating, or authorization "who is neither a citizen of the United States nor a resident alien of the United States" must (i) show evidence of fees paid for airman certification services outside the United States, and (ii) may be refused issuance of any U.S. airman certificate, rating or authorization by the Administrator.<sup>1</sup> In the 2007 direct final rule, the FAA amended the § 61.13(a)(2) introductory text by removing the language which specifically applied the section to non-U.S. citizens and non-resident aliens. The FAA explained in the preamble that the intention of the rule change was to ensure that fees for airman certification services outside the United States were paid even by U.S. citizens. In changing the introductory text to § 61.13(a)(2), however, the FAA inadvertently extended the Administrator's authority to refuse an airman certificate to all applicants regardless of citizenship. The FAA is issuing this technical amendment to correct this error. As amended, the Administrator's ability to refuse an airman certificate will apply only to non-U.S. citizens and non-resident aliens while retaining application of the fee requirement in § 61.13(a)(2) to all applicants applying outside the United States regardless of citizenship.

The FAA is also correcting a minor error to paragraphs (A) and (B) of § 61.13(a)(2)(i). In the 2007 direct final rule, the FAA stated in the amendatory instructions to § 61.13 that it was revising the introductory text of paragraph (a)(2) and (a)(2)(i), but did not explicitly state it was removing paragraphs (A) and (B) of that paragraph. As a result, paragraphs (A) and (B) of (a)(2)(i) were inadvertently

<sup>1</sup> Under 49 U.S.C. 44703(e)(1), the Administrator may "restrict or prohibit issuing an airman certificate to an alien[.]"