This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39

RIN 2120–AA64

Airworthiness Directives; Textron Aviation Inc. Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).


DATES: We must receive comments on this proposed AD by March 19, 2018.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:


- Hand Delivery: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this NPRM, contact Textron Aviation Inc., Textron Aviation Customer Service, One Cessna Blvd., Wichita, Kansas 67215; telephone: (316) 517–5800; email: customercare@txtav.com; internet: www.txtav.com. You may review this referenced service information at the FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329–4148.

Examining the AD Docket

You may examine the AD docket on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA–2017–0049; 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 NPRM, the regulatory evaluation, any comments received, and other information. The street address for Docket Operations (phone: 800–647–5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT:
Bobbie Kroetch, Aerospace Engineer, Wichita ACO Branch, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946–4155; fax: (316) 946–4107; email: bobbie.kroetch@faa.gov or Wichita-COS@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the ADDRESSES section. Include “Docket No. FAA–2017–0049; Product Identifier 2017–CE–031–AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this NPRM. We will consider all comments received by the closing date and may amend this NPRM because of those comments.

We will post all comments we receive, without change, to http://www.regulations.gov, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this NPRM.

Discussion

We received a report from an operator of one of the affected Textron Aviation Inc. model airplanes that cracks were found in the lower area of the forward cabin doorpost bulkhead. Further investigation revealed more than four dozen similar cracks on Textron Aviation Inc. 100 and 200 airplanes. It has been determined that the cracks result from metal fatigue.

This condition, if not detected and addressed, could result in failure of the wing strut attach point during operation, which could result in loss of control.

Related Service Information Under 1 CFR Part 51

We reviewed Cessna Single Engine Accomplishment Instructions SEB95–19, dated December 29, 1995; and Cessna Single-Engine Accomplishment Instructions SEB93–5R1, Revision 1, dated September 8, 1995. As applicable, the service information describes procedures for repetitively inspecting the lower area of the forward cabin doorpost for cracks and repairing any cracks found by modifying the area with the applicable Cessna service kit. 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 the ADDRESSES section.

Other Related Service Information

We reviewed Cessna Single Engine Service Bulletin SEB93–5, Revision 1, dated September 8, 1995, and Cessna Single Engine Service Bulletin SEB95–19, dated December 29, 1995. As applicable, these service bulletins provide the manufacturer’s recommended compliance times for the initial and repetitive inspections.

These service bulletins also specify a terminating action for the repetitive inspections when the applicable Cessna repair service kit is installed if cracks are found.

FAA’s Determination

We are proposing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or
develop in other products of the same type design.

**Proposed AD Requirements**

This proposed AD would require repetitively inspecting the lower area of the forward cabin doorposts for cracks and repairing any cracks found by modifying the area with the applicable Cessna service kit.

<table>
<thead>
<tr>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Install Cessna Single-Engine Service Kit SK172–147</td>
</tr>
<tr>
<td>Install Cessna Single-Engine Service Kit SK182–115</td>
</tr>
<tr>
<td>Install Cessna Single-Engine Service Kit SK206–42C</td>
</tr>
<tr>
<td>Install Cessna Single-Engine Service Kit SK207–19</td>
</tr>
<tr>
<td>Install Cessna Single-Engine Service Kit SK210–156</td>
</tr>
</tbody>
</table>

**Costs of Compliance**

We estimate that this proposed AD affects 14,653 airplanes of U.S. registry. We estimate the following costs to comply with this proposed AD:

<table>
<thead>
<tr>
<th>Action</th>
</tr>
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<tbody>
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<td>Install Cessna Single-Engine Service Kit SK172–147</td>
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<tr>
<td>Install Cessna Single-Engine Service Kit SK210–156</td>
</tr>
</tbody>
</table>

**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.

This AD is issued in accordance with authority delegated by the Executive Director, Aircraft Certification Service, as authorized by FAA Order 8000.51C. In accordance with that order, issuance of ADs is normally a function of the Compliance and Airworthiness Division, but during this transition period, the Executive Director has delegated the authority to issue ADs applicable to small airplanes, gliders, balloons, airships, domestic business jet transport airplanes, and associated appliances to the Director of the Policy and Innovation Division.

**Regulatory Findings**

We determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 proposed regulation: (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, 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.

**The Proposed Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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):


(a) Comments Due Date

We must receive comments by March 19, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following Textron Aviation Inc. (type certificate previously held by Cessna Aircraft Company) model airplanes, that are certificated in any category:

BILLING CODE 4910–13–P
Table 1 to paragraph (c) of this AD – Affected Models and Serial Numbers

<table>
<thead>
<tr>
<th>Model</th>
<th>Serial Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>172N</td>
<td>17272885 through 17274009</td>
</tr>
<tr>
<td>172P</td>
<td>17274010 through 17276654</td>
</tr>
<tr>
<td>172Q</td>
<td>17275869, 17275927 through 17275934, 17275952, 17275959, 17275960, 17275962, 17275964, 17275965, 17275967, 17275968, 17275969, 17275971, 17275992, 17275999, 17276002, 17276005, 17276029, 17276032, 17276042, 17276045, 17276051, 17276052, 17276054, 17276101, 17276109, 17276140, 17276147, 17276188, and 17276211</td>
</tr>
<tr>
<td>172RG</td>
<td>691, 172RG0001 through 172RG1191</td>
</tr>
<tr>
<td>F172N</td>
<td>F17201910 through F17202039</td>
</tr>
<tr>
<td>F172P</td>
<td>F17202040 through F17202254</td>
</tr>
<tr>
<td>FR172K</td>
<td>FR17200656 through FR17200675</td>
</tr>
<tr>
<td>R172K</td>
<td>R1723200 through R1723454</td>
</tr>
<tr>
<td>182E</td>
<td>18253599 through 18254423</td>
</tr>
<tr>
<td>182F</td>
<td>18254424 through 18255058</td>
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<tr>
<td>182G</td>
<td>18255059 through 18255844</td>
</tr>
<tr>
<td>182H</td>
<td>634 and 18255846 through 18256684</td>
</tr>
<tr>
<td>182J</td>
<td>18256685 through 18257625</td>
</tr>
<tr>
<td>182K</td>
<td>18255845, 18257626 through 18257698, and 18257700 through 18258505</td>
</tr>
<tr>
<td>182L</td>
<td>18258506 through 18259305</td>
</tr>
<tr>
<td>182M</td>
<td>18257699 and 18259306 through 18260055</td>
</tr>
<tr>
<td>182N</td>
<td>18260056 through 18260825</td>
</tr>
<tr>
<td>182P</td>
<td>675, 18260826 through 18263478, and 18263480 through 18265175</td>
</tr>
<tr>
<td>182Q</td>
<td>18263479, 18265176 through 18267301, and 18267303 through 18267715</td>
</tr>
<tr>
<td>182R</td>
<td>18268542 through 18268586</td>
</tr>
<tr>
<td>182R/T182</td>
<td>18267302 and 18267716 through 18268541</td>
</tr>
<tr>
<td>F182P</td>
<td>F18200001 through F18200025</td>
</tr>
<tr>
<td>F182Q</td>
<td>F18200026 through F18200169</td>
</tr>
<tr>
<td>F182RG</td>
<td>FR18200001 through FR18200070</td>
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<tr>
<td>R182</td>
<td>R18200002 through R18200583</td>
</tr>
<tr>
<td>R182/TR182</td>
<td>R18200001 and R18200584 through R18202039</td>
</tr>
<tr>
<td>206</td>
<td>206-0001 through 206-0275</td>
</tr>
<tr>
<td>P206/TP206</td>
<td>P206-0001 through P206-0603 and P20600604 through P20600647</td>
</tr>
<tr>
<td>U206/TU206</td>
<td>676, U206-0276 through U206-1444, and U20601445 through U20607020</td>
</tr>
</tbody>
</table>
Billings Code 4910–13–C

(d) Subject

Joint Aircraft System Component (JASC)/
Air Transport Association (ATA) of America
Code 53, Fuselage.

(e) Unsafe Condition

This AD was prompted by a report of
cracks found in the lower area of the forward
cabin doorpost bulkhead. We are issuing this
AD to detect and address cracking of the
wing strut attach point. The unsafe
condition, if not addressed, could result in
failure of the wing in operation, which could
result in loss of control.

(f) Compliance

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

(g) Inspections

At the following compliance times,
inspect visually the lower forward doorpost
at the strut attach fitting for cracks. Do the
inspection following Cessna Single Engine
Accomplishment Instructions SEB93–5R1,
dated September 8, 1995, as applicable.

(1) If no cracks are found during the initial
inspection required in paragraph (g) of this
AD, repetitively thereafter inspect every 12
months or 1,000 hours TIS, whichever occurs
first, as long as no cracks are found. Do the
inspections following the applicable service
information specified in paragraph (g) of this
AD.

(2) If cracks were found during any
inspection required in paragraph (g) or
paragraph (i) of this AD, repetitively
thereafter inspect at intervals not to exceed
1,000 hours TIS after installing the applicable
service kit. These repetitive inspections
should be done following the applicable
Accomplishment Instructions of the service
information specified in paragraph (g) of this
AD to the fullest extent while additionally
looking for cracks extending beyond the
added repair parts.

(j) Contacting the Manufacturer

If cracks are found that extend beyond the
service kit doublers that were installed as
required in paragraph (k) of this AD during
any inspection required in paragraph (i)(2) of
this AD, before further flight, contact the
manufacturer at the address specified in
paragraph (m)(2) of this AD for an FAA-
approved repair scheme designed specifically
for this AD and incorporate that repair.

(k) Credit for Previous Actions

(1) For the following Textron Aviation Inc.
model airplanes, credit will be given for the
initial inspection required by paragraph (g) of
this AD if done before the effective date of this
AD following the Accomplishment Instructions
in Cessna Single Engine Service Bulletin
SEB93–5, dated March 26, 1993.

(i) Model 210–5 (205) airplanes, S/N 205–0001
through 205–0556, as applicable.

(ii) Model T207 airplanes, S/N 20700001
through 20700788.

(2) For service information identified in
this AD, contact Textron Aviation Inc.,
Textron Aviation Customer Service, One
Cessna Blvd., Wichita, Kansas 67215;
principals: (316) 946–4155; email:
bobbie.kroetch@txtav.com;
www.txtav.com. You may review this
reference service information at the FAA,
Policy and Innovation Division, 901 Locust,
Kansas City, Missouri 64106. For information
on the availability of this material at the
FAA, call (816) 329–4148.

(l) Alternative Methods of Compliance
(AMOCs)

(1) The Manager, Wichita ACO 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 local Flight Standards
District Office, as appropriate. If sending
information directly to the manager of the
certification office, send it to the attention of
the person identified in paragraph (m) of this
AD.

(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/certify
holding district office.

(m) Related Information

(1) For more information about this AD,
contact Bobbie Kroetch, Aerospace Engineer,
Wichita ACO Branch, 1801 Airport Road,
Room 100, Wichita, Kansas 67209; telephone:
(316) 946–4155; fax: (316) 946–4107; email:
bobbie.kroetch@faa.gov or Wichita-COS@faa.gov.

(2) For service information identified in
this AD, contact Textron Aviation Inc.,
Textron Aviation Customer Service, One
Cessna Blvd., Wichita, Kansas 67215;
phone: (316) 571–5800; email:
customercare@txtav.com; internet:
www.txtav.com. You may review this
reference service information at the FAA,
Policy and Innovation Division, 901 Locust,
Kansas City, Missouri 64106. For information
on the availability of this material at the
FAA, call (816) 329–4148.
For service information identified in this NPRM, contact Rolls-Royce Corporation, 450 South Meridian Street, Mail Code NB-02-05, Indianapolis, IN 46225; phone: 317–230–3774; email: indy.pubs.services@rolls-royce.com; internet: www.rolls-royce.com. You may view this service information at the FAA, Engine and Propeller Standards Branch, 1200 District Avenue, Burlington, MA. For information on the availability of this material at the FAA, call 781–236–7759.

Examining the AD Docket
You may examine the AD docket on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA–2017–1118; 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 NPRM, the regulatory evaluation, any comments received, and other information. The street address for Docket Operations (phone: 800–647–5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

For further information contact: John Tallarovic, Aerospace Engineer, Chicago ACO Branch, FAA, 2300 E. Devon Ave., Des Plaines, IL 60018; phone: 847–294–8180; fax: 847–294–7834; email: john.tallarovic@faa.gov.

Supplementary Information:
Comments Invited
We invite you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the ADDRESSES section. Include “Docket No. FAA–2017–1118; Product Identifier 2017–NE–40–AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this NPRM. We will consider all comments received by the closing date and may amend this NPRM because of those comments.

We will post all comments we receive, without change, to http://www.regulations.gov, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this NPRM.

Discussion
We were prompted to issue this NPRM based upon several reports of loss of engine power on certain RRC model 250–C turboshaft engines installed on single-engine helicopters. One of these instances of power loss resulted in a fatal helicopter accident on May 4, 2016.

During the course of the investigation of the 2016 fatal accident, RRC determined that the root cause of this engine power loss was the failure of the bearing assembly, P/N 2544198, in the PTG, due to lack of lubrication. Although RRC had issued a service bulletin in 2009 to address the failure of this bearing assembly, our risk assessment had not supported issuance of an AD at that time. Based on more recent service experience, and the fatal accident in 2016, we are now proposing an AD to remove the affected bearing assembly in the PTG and replace it with a bearing assembly with a new design. This condition, if not addressed, could result in failure of the PTG, failure of the engine, in-flight shutdown, and forced autorotation landing or accident.

Related Service Information
We reviewed Rolls-Royce Corporation Commercial Engine Bulletin (CEB) 1402, Revision 2, dated February 4, 2009. The CEB provides guidance on replacing the P/N 2544198 bearing assembly in the PTG with a bearing assembly eligible for installation.

FAA’s Determination
We are proposing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Proposed AD Requirements
This proposed AD would require removal of the affected bearing assembly in the PTG and its replacement with a bearing assembly eligible for installation.

Costs of Compliance
We estimate that this proposed AD affects 2,928 engines installed on airplanes of U.S. registry. We estimate the following costs to comply with this proposed AD:

<table>
<thead>
<tr>
<th>Action</th>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Cost per product</th>
<th>Cost on U.S. operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>Remove and replace PTG bearing assembly</td>
<td>8 work-hours × $85 per hour = $680</td>
<td>$1,700</td>
<td>$2,380</td>
<td>$6,968,640</td>
</tr>
</tbody>
</table>