

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

95-04-12 Airbus Industrie: Amendment 39-9164. Docket 95-NM-14-AD.

Applicability: Model A310 and A300-600 series airplanes on which Airbus Modification 10156 has not been accomplished, and Model A320 series airplanes on which Airbus Modification 22561 or Airbus Service Bulletin A320-26-1017 has not been accomplished; certificated in any category. This AD is not applicable to airplanes on which the air extraction system is not configured to detect smoke in the extracted air. (That is, airplanes that do not have standard air extraction systems are not subject to the requirements of this AD.)

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (b) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the lavatory smoke detection system to detect smoke in the lavatory, accomplish the following:

(a) Within 450 flight hours after the effective date of this AD, perform an inspection of each lavatory to verify proper installation of the grille over the air extraction duct of the lavatories, and to detect blockage in the air extraction duct of the lavatories, in accordance with Airbus All Operators Telex (AOT) 26-12, Revision 1, dated July 4, 1994.

(1) If the grille is found to be properly installed and if no blockage is found, repeat the inspection thereafter whenever the cover over the air extraction duct of the lavatories or any ceiling louver (grille) of the ceiling light in the lavatory is removed or replaced for any reason.

(2) If the grille is found to be improperly installed and/or if blockage is found, prior to further flight, correct any discrepancies found, in accordance with Airbus AOT 26-

12, Revision 1, dated July 4, 1994. Repeat the inspection thereafter whenever the cover over the air extraction duct of the lavatories or any ceiling louver (grille) of the ceiling light in the lavatory is removed or replaced for any reason.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) The inspections and correction of discrepancies shall be done in accordance with Airbus AOT 26-12, Revision 1, dated July 4, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(e) This amendment becomes effective on March 17, 1995.

Issued in Renton, Washington, on February 17, 1995.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-4544 Filed 3-1-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 92-ANE-34; Amendment 39-9163; AD 95-04-11]

Airworthiness Directives; Textron Lycoming ALF502R and ALF502L Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to Textron Lycoming ALF502R series turbofan engines, that currently requires the establishment of a reduced stress rupture retirement life limit for certain third stage turbine

disks. This amendment establishes a new increased stress rupture retirement life limit for certain third stage turbine disks used in conjunction with third stage turbine nozzles that have improved cooling effectiveness, expands the applicability by adding the ALF502L series engines, and establishes other new reduced stress rupture retirement life limits. This amendment is prompted by the introduction of an improved design third stage turbine nozzle, and a new reduced stress rupture retirement life limit for certain third stage turbine disks on the ALF502L series engines. The actions specified by this AD are intended to prevent a total loss of engine power, inflight engine shutdown, and possible damage to the aircraft.

DATES: Effective April 3, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 3, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from AlliedSignal Engines, 550 Main Street, Stratford, CT 06497; (203) 385-1470. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA 01803-5299; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Eugene Triozzi, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7148, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 90-25-02, Amendment 39-6811 (55 FR 48592, November 21, 1990), which is applicable to Textron Lycoming ALF502R series turbofan engines, was published in the **Federal Register** on March 15, 1993 (58 FR 13711). That action proposed to expand the applicability by adding the ALF502L series. That action would also provide for increased stress rupture retirement life limits for certain third stage turbine disks when used in conjunction with third stage turbine nozzles that have improved cooling effectiveness.

On October 28, 1994, AlliedSignal Inc. purchased the turbine engine product line of Textron Lycoming, but as of this date the anticipated name change on the type certificate for the

ALF502L series engines has not occurred.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the one comment received.

The commenter concurs with the rule as proposed.

Since publication of the NPRM, Textron Lycoming has issued Revision 22 to Service Bulletin ALF502 72-0002, dated December 23, 1992, that introduces new part numbered rotor parts and adds pro-rating formulas to include the new parts. The technical content in regard to affected components is unchanged. This final rule has been revised to reference this later revision.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

There are approximately 900 Textron Lycoming ALF502R and ALF502L series turboprop series engines of the affected design in the worldwide fleet. The FAA estimates that 300 engines installed on aircraft of U.S. registry will be affected by this AD, and that 100 are ALF502L series engines that are subject to the reduction in service life requirement. It is also estimated that to implement the reduction in service life requirement it will take approximately 14 work hours per engine to accomplish the required actions, and that the average labor rate is \$55 per work hour. The reduction in service life requirement will cost approximately \$30,000 per engine. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$3,077,000.

The regulations adopted herein will not have substantial direct effects 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. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (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); 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. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

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

Adoption of the Amendment

Accordingly, pursuant to 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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing Amendment 39-6811 (55 FR 48592, November 21, 1990) and by adding a new airworthiness directive, Amendment 39-9163, to read as follows:

95-04-11 Textron Lycoming: Amendment 39-9163. Docket 92-ANE-34. Supersedes AD 90-25-02, Amendment 39-6811.

Applicability: Textron Lycoming ALF502R and ALF502L series turboprop engines installed on but not limited to British Aerospace BAe-146 and Canadair Challenger CL600 aircraft.

Compliance: Required as indicated, unless accomplished previously.

To prevent a total loss of engine power, inflight shutdown, and possible damage to the aircraft, accomplish the following:

(a) Remove from service and replace with a serviceable part third stage turbine disks, Part Numbers (P/N) 2-143-030-05, 2-143-030-08, and 2-143-030-14, as follows:

(i) For disks that have been installed only with third stage turbine nozzles P/Ns 2-141-130-52 or 2-141-120-53, remove from service as follows:

(i) For disks that have accumulated 13,220 or more hours time in service (TIS) since new on the effective date of this AD, within the next 80 hours TIS after the effective date of this AD for the ALF502L engines, or within the next 80 hours TIS after December 11, 1990, (the effective date of AD 90-25-02), for the ALF502R engines, but not to exceed the existing cyclic life limit,

(ii) For disks that have accumulated less than 13,220 hours TIS since new on the

effective date of this AD, prior to accumulating more than 13,300 hours TIS since new, but not to exceed the existing cyclic life limit.

(iii) Thereafter, remove disks prior to accumulating more than 13,300 hours TIS since new, but not to exceed the existing cyclic life limit.

(2) For disks that have been installed only with third stage turbine nozzles, P/Ns 2-141-120-57 or 2-141-120-R56, remove from service as follows:

(i) For disks that have accumulated 27,420 or more hours TIS since new on the effective date of this AD, within the next 80 hours TIS after the effective date of this AD, but not to exceed the existing cyclic life limit.

(ii) For disks that have accumulated less than 27,420 hours TIS since new on the effective date of this AD, prior to accumulating more than 27,500 hours TIS since new, but not to exceed the existing cyclic life limit.

(iii) Thereafter, remove disks prior to accumulating more than 27,500 hours TIS since new, but not to exceed the existing cyclic life limit.

(3) For disks that have been installed with both third stage turbine nozzles, P/Ns 2-141-120-52 or 2-141-120-53, and third stage turbine nozzles, P/Ns 2-141-120-57 or 2-141-120-R56, remove from service as follows:

(i) Determine the prorated hourly life limit in accordance with the procedure defined in the Accomplishment Instructions, Section 2.B.(2) of Textron Lycoming Service Bulletin (SB) ALF502 72-0002 (for ALF502R series engines) Revision 22, dated December 23, 1992, or Textron Lycoming SB ALF502 72-0004 (for ALF502L series engines) Revision 11, dated June 17, 1987. From this prorated hourly life limit, subtract 80 hours TIS to determine the compliance threshold for each engine model.

(ii) For disks that have equalled or exceeded the compliance threshold on the effective date of this AD, within the next 80 hours TIS, but not to exceed the existing cyclic life limit.

(iii) For disks that have accumulated less than the compliance threshold on the effective date of this AD, prior to accumulating more than the calculated prorated hourly life limit.

(iv) Thereafter, remove disks at or prior to accumulating the prorated hourly life limit, but not to exceed the existing cyclic life limit.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note: Information concerning the existence of approved alternative method of compliance with this AD, if any, may be obtained from the Engine Certification Office.

(c) The actions required by this AD shall be done in accordance with the following Textron Lycoming SB's:

Document No.	Pages	Revision	Date
ALF502 72-0002	1-2 3 4-7 8 9-10 11 12-26 27	22 18 22 21 22 21 22 21	Dec. 23, 1992. Dec. 21, 1989. Dec. 23, 1992. Sept. 25, 1992. Dec. 23, 1992. Sept. 25, 1992. Dec. 23, 1992. Sept. 25, 1992.
Total pages: 27.			
ALF502 72-0004	1-16	11	June 17, 1987.
Total pages: 16.			

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Textron Lycoming, 550 Main Street, Stratford, CT 06497; (203) 385-1470. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(d) This amendment becomes effective on April 3, 1995.

Issued in Burlington, Massachusetts, on February 16, 1995.

James C. Jones,

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

[FR Doc. 95-4853 Filed 3-1-95; 8:45 am]

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14 CFR Part 39

[Docket No. 95-NM-21-AD; Amendment 39-9167; AD 95-04-15]

Airworthiness Directives; McDonnell Douglas Model MD-11 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain McDonnell Douglas Model MD-11 series airplanes, that currently requires inspection to detect cracking of the outboard and inboard surfaces of the upper spar angles of certain wing pylons, and repair of any cracked upper spar angles. This amendment requires repetitive inspections to detect cracking of the upper spar angles, and revision of the applicability to exclude an airplane and to include certain other airplanes. This amendment is prompted by an additional report of cracking of the upper inboard spar cap. The actions specified in this AD are intended to prevent reduced structural integrity of

the airplane due to cracking in the subject areas.

DATES: Effective March 17, 1995.

The incorporation by reference of McDonnell Douglas Alert Service Bulletin MD11-54A049, Revision 1, dated February 7, 1995, as listed in the regulations, is approved by the Director of the Federal Register as of March 17, 1995.

The incorporation by reference of McDonnell Douglas MD-11 Alert Service Bulletin A54-49, dated December 2, 1994, as listed in the regulations, was approved previously by the Director of the Federal Register as of January 12, 1995 (59 FR 66669, December 28, 1994).

Comments for inclusion in the Rules Docket must be received on or before May 1, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-21-AD, 1601 Lind Avenue SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from McDonnell Douglas Corporation, P.O. Box 1771, Long Beach, California 90801-1771, Attention: Business Unit Manager, Technical Administrative Support, Dept. L51, M.C. 2-98. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Wahib Mina, Aerospace Engineer, ANM-121L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5324; fax (310) 627-5210.

SUPPLEMENTARY INFORMATION: On December 20, 1994, the FAA issued AD 94-26-11, amendment 39-9106 (59 FR 66669, December 28, 1994), applicable to certain McDonnell Douglas Model MD-11 series airplanes. That AD requires a visual inspection to detect cracking of the outboard and inboard surfaces of the upper spar angles on the number 1 and number 3 wing pylons, and repair of any cracked upper spar angles. That AD also requires that operators report the results of the visual inspection to the FAA. That action was prompted by a report of cracking in the upper spar cap of the wing pylon. The actions required by that AD are intended to prevent reduced structural integrity of the airplane due to cracking of the upper spar cap.

Since the issuance of that AD, another operator of McDonnell Douglas Model MD-11 series airplanes has reported that, while accomplishing the inspection required by AD 94-26-11, a crack was found on the upper inboard spar cap of the number 3 wing pylon. Investigation revealed that the solution heat treatment was omitted during the manufacturing process of the spar caps. Therefore, these spar caps are believed to be particularly susceptible to stress corrosion cracking.

As a result of this latest report, McDonnell Douglas conducted a crack analysis of the upper spar caps. The FAA has reviewed the data gathered from this analysis and has determined that, to maintain the safety of the Model MD-11 fleet, repetitive inspections must be performed to detect cracking in the critical areas of the spar cap.

Further, investigation revealed that one airplane, manufacturer's fuselage number 574, is not subject to this unsafe condition since it was inspected prior to delivery, and subsequently, discrepant spar caps were replaced with non-suspect parts. Additionally, the manufacturer has identified three additional airplanes, manufacturer's fuselage numbers 576, 577, and 578, that are subject to unsafe condition