

install a pipe assembly, part number AYK7002-876, -877, -878, -879, -880, and -881; AYK7136-1; and AYK7137-1; on any airplane.-

(6) For airplanes listed in McDonnell Douglas DC-10 Service Bulletin 27-208, dated September 5, 1989: Replace eight end caps of the trim control valve of the horizontal stabilizer with new end caps having a larger inside radius, in accordance with the service bulletin. As of the effective date of this AD, no person shall install an end cap, part number AJG7020-503; or valve assembly, part number AJG7041-5535, -5533, -5531, -5529, -5527, -5525, -5523, -5521, -5519, -5517, -5515, -5513, -5511, -5509, -5507, -5505, -5503, -5501, or -5001; on any airplane.-

(7) For airplanes listed in McDonnell Douglas DC-10 Service Bulletin 27-209, dated October 20, 1989: Inspect the nuts on the shaft assembly for looseness, proper orientation, excess backlash, and engagement of the washer locking tab, in accordance with the service bulletin. As of the effective date of this AD, no person shall install a drive assembly, part number AJH7337-505, on any airplane unless that assembly has been modified in accordance with the service bulletin.-

(i) If no discrepancy is found, no further action is required by this paragraph.-

(ii) If any discrepancy is found, prior to further flight, replace the fuse pin, adjust backlash, and properly position and tighten the nuts in accordance with the service bulletin.-

(8) For airplanes listed in McDonnell Douglas Service Bulletin 29-109, Revision 1, dated September 22, 1978: Install an indication system on the reversible motor pump in accordance with the service bulletin. As of the effective date of this AD, no person shall install a nameplate, part number ABN7191-1124, -1125, -1126, -872, -873, -874, -878, or -1084; a support, part number 2394536-509; or a plate, part number 2710497-1-6; on any airplane.-

(9) For airplanes listed in McDonnell Douglas DC-10 Service Bulletin 29-125, Revision 2, dated October 23, 1987: Modify the main hydraulic power system in accordance with the service bulletin. As of the effective date of this AD, no person shall install an annunciator panel, part number 102200-268, or -274, on any airplane unless that panel has been modified in accordance with the service bulletin.-

(10) For airplanes listed in McDonnell Douglas DC-10 Service Bulletin 32-134, dated March 22, 1977: Modify the aft antiskid manifold on the left and right main landing gear in accordance with the service bulletin. As of the effective date of this AD, no person shall install a bracket, part number ARG7291-1, ARG7291-501, ARG7485-501, or ARG7485-502 on any airplane. As of the effective date of this AD, no person shall install a main landing gear assembly, part number ARG7393-(Any Configuration), on any airplane unless that assembly has been modified in accordance with the service bulletin.-

(11) For airplanes listed in McDonnell Douglas DC-10 Service Bulletin 32-143, dated August 8, 1978: Install protective

shields over the brake and antiskid piping located on the aft side of the left and right main landing gear in accordance with the service bulletin. As of the effective date of this AD, no person shall install a support, part number ARG7551-1 or ARG7552-1, or bracket, part number AEP8009-25, on any airplane. As of the effective date of this AD, no person shall install a main landing gear assembly, part number ARG7393-(Any Configuration), on any airplane unless that assembly has been modified in accordance with the service bulletin.-

(12) For airplanes listed in McDonnell Douglas DC-10 Service Bulletin 32-157, Revision 1, dated October 29, 1980: Install a doubler on the web assembly between the wheel wells of the center landing gear and the right main landing gear; install a fiberglass deflector assembly on the shock strut of the centerline landing gear; replace the pressure gage manifold of the shock strut; and install an instruction plate and adding precaution instruction markings in the wheel well of the right main landing gear and on the forward door of the center landing gear in accordance with the service bulletin. As of the effective date of this AD, no person shall install a manifold, part number AYK7162-501, on any airplane.-

(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, Los Angeles Aircraft Certification Office (ACO), 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, Los Angeles ACO.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(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. Issued in Renton, Washington, on December 28, 1994.

**S.R. Miller,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95-62 Filed 1-3-95; 8:45 am]

**BILLING CODE 4910-13-U**

## 14 CFR Part 39

[Docket No. 94-ANE-64]

### Airworthiness Directives; Textron Lycoming LTS101 Series Turboshaft and LTP101 Series Turboprop Engines

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to

Textron Lycoming LTS101 series turboshaft and LTP101 series turboprop engines. This proposal would require replacement of cast material axial compressor rotors with wrought material axial compressor rotors that have improved fatigue characteristics and material properties. This proposal is prompted by 36 reports of axial compressor blade failures on cast rotors. The actions specified by the proposed AD are intended to prevent engine power loss and inflight engine shutdown.

**DATES:** Comments must be received by February 3, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-ANE-64, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays. The service information referenced in the proposed rule may be obtained from Textron Lycoming, 550 Main Street, Stratford, CT 06497. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA.

**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) 238-7131, fax (617) 238-7199.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact

concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 94-ANE-64." The postcard will be date stamped and returned to the commenter.

#### Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-ANE-64, 12 New England Executive Park, Burlington, MA 01803-5299.

#### Discussion

The Federal Aviation Administration (FAA) has determined that cast material axial compressor rotors in Textron Lycoming LTS101 series turboshaft and LTP101 series turboprop engines are susceptible to high cycle fatigue (HCF) failure. The FAA has received 36 reports of axial compressor blade failures on cast material axial compressor rotors installed in these engines. Metallurgical evaluation of these failed rotors found that cracks originated from porosity, inclusions, or pitting erosion. This condition, if not corrected, can result in engine power loss and inflight engine shutdown.

Statistical analysis shows decreasing failure probability with increasing rotor time in service. In addition, engine testing has identified blade excitation frequencies that occur within the engine operating range that could contribute to HCF failure. The wrought rotor design has improved material properties and increased HCF margin. This proposed airworthiness directive (AD) requires replacement of cast material axial compressor rotors with wrought material axial compressor rotors.

The FAA has reviewed and approved the technical contents of Textron Lycoming Service Bulletin No. LT 101-72-30-0088, Revision 5, dated September 25, 1992, that describes procedures and schedules for replacing cast material axial compressor rotors with wrought material axial compressor rotors.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require replacing cast material axial compressor rotors with wrought material axial compressor rotors that have improved fatigue characteristics

and material properties. The actions would be required to be accomplished in accordance with the service bulletin described previously.

There are approximately 200 engines of the affected design in the worldwide fleet. The FAA estimates that 100 engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 50 work hours per engine to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$6,500 per engine, on a prorated cost basis. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$955,000.

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

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

Air transportation, Aircraft, Aviation safety, Safety.

#### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 adding the following new airworthiness directive:

**Textron Lycoming:** Docket No. 94-ANE-64.

*Applicability:* Textron Lycoming LTS101 turboshaft and LTP101 turboprop engines installed on but not limited to Aerospatiale AS 350 and SA366G, Bell 222, and Messerschmitt Bolkow-Blohm (MBB) BK117 helicopters; Piaggio P166-DL3 and Airtractor AT302 airplanes.

*Compliance:* Required as indicated, unless accomplished previously.

To prevent engine power loss and inflight engine shutdown, accomplish the following:

(a) Remove from service Part Numbers (P/N) 4-101-006-20, -21, -24, -26, -35, -36, and -40 cast material axial compressor rotors, as follows:

(1) For axial compressor rotors P/N 4-101-006-35 with serial number suffix "E," remove in accordance with Textron Lycoming Service Bulletin (SB) No. LT 101-72-30-0088, Revision 5, dated September 25, 1992, within 50 hours time in service (TIS), or 60 days after the effective date of this AD, whichever occurs first.

(2) For axial compressor rotors P/N 4-101-006-35 with serial number suffix other than "E," and all other axial compressor rotors with P/N listed in paragraph (a) of this airworthiness directive (AD), remove in accordance with Textron Lycoming SB No. LT 101-72-30-0088, Revision 5, dated September 25, 1992, as follows:

(i) For axial compressor rotors that have accumulated 600 hours or less TIS since new, remove within 100 hours TIS, or 120 days after the effective date of this AD, whichever occurs first.

(ii) For axial compressor rotors that have accumulated more than 600 but less than or equal to 1,200 hours TIS since new, remove within 300 hours TIS, or 240 days after the effective date of this AD, whichever occurs first.

(iii) For axial compressor rotors that have accumulated more than 1,200 but less than or equal to 2,400 hours TIS since new, remove within 600 hours TIS, or 360 days after the effective date of this AD, whichever occurs first.

(iv) For axial compressor rotors that have accumulated more than 2,400 hours TIS since new, remove within 1,200 hours TIS, or 720 days after the effective date of this AD, whichever occurs first.

(3) Replace with a serviceable wrought material axial compressor rotor P/N 4-101-006-28, -32, -39, or -41, as applicable, in accordance with Textron Lycoming SB No. LT 101-72-30-0088, Revision 5, dated September 25, 1992.

(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 Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

**Note:** Information concerning the existence of approved alternative methods of

compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(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 aircraft to a location where the requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on December 27, 1994.

**Jay J. Pardee,**

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

[FR Doc. 95-64 Filed 1-3-95; 8:45 am]

BILLING CODE 4910-13-P

## 14 CFR Parts 61 and 67

[Docket No. 27940]

### Revision of Medical Standards and Certification Procedures and Duration of Medical Certificates

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

**ACTION:** Proposed rule; public meetings.

**SUMMARY:** On October 21, 1994, the FAA published in the **Federal Register** a notice that proposes an extensive amendment of Title 14 CFR part 67 and § 61.23 of the Federal Aviation Regulations (FAR). The notice also announced that the FAA would be holding public meetings for oral views. This notice announces the dates, times, locations, and procedures for the meetings.

**DATES:** Three public meetings are scheduled as follows:

1. January 20, 1995, Washington, DC, from 9 am to 4:30 pm.
2. January 26, 1995, Orlando, FL, from 9 am to 1 pm, 2 to 4:30 p.m., and 6:30 to 8:30 p.m.
3. January 31, 1995, Seattle, WA, from 9 am to 1 pm, 2 to 4:30 p.m., and 6:30 to 8:30 p.m.

**ADDRESSES:** The Washington meeting will be held at the FAA National Headquarters, 800 Independence Ave, SW. The Orlando meeting will be held at the Radisson Hotel Orlando Airport, 5555 Hazeltine Drive. The Seattle meeting will be held at the Doubletree Suites, 16500 Southcenter Parkway.

Special room rates for meeting attendees have been arranged at the following hotels.

- In Washington, the Holiday Inn Capitol, 550 C Street SW. (phone number 202-479-4000), is offering a room rate of \$113. To take advantage of the rate, reservations must be made by January 13.
- In Orlando, The Radisson Hotel Orlando Airport (phone number 407-

856-0100) is offering a room rate of \$66. To take advantage of the rate, reservations must be made by January 16.

- In Seattle, the Doubletree Suites (phone number 206-575-8220) is offering a room rate of \$79. To take advantage of the rate, reservations must be made by January 16.

Persons planning to take advantage of these special room rates should indicate, when making their hotel reservations, that they will be attending the FAA Public Hearing.

Persons unable to attend any of the meetings may mail their comments in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Rules Docket (AGC-200), Docket No. 27940, 800 Independence Avenue, SW., Washington, DC 20591. Pursuant to the Notice of Proposed Rulemaking, published in the October 21, 1994, **Federal Register**, written comments are invited and must be received on or before February 21, 1995. **FOR FURTHER INFORMATION CONTACT:** Requests to present a statement at the meeting or questions regarding the logistics of the meeting should be directed to Effie Upshaw, Office of Rulemaking, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7626.

Questions concerning the subject matter of the meeting should be directed to Carol Thomas, telephone (202) 493-4076, or Dennis McEachen, telephone (202) 493-4075, Aeromedical Standards Branch, 800 Independence Avenue, SW., Washington, DC 20591.

#### SUPPLEMENTARY INFORMATION:

##### Participation at the Meeting

Requests from persons who wish to present oral statements at any of the public meetings should be received by the FAA no later than January 13, 1995, for the Washington meeting, and January 23, 1995, for the Orlando and Seattle meetings. Such requests should be submitted to Effie Upshaw as listed in the section titled **FOR FURTHER INFORMATION CONTACT** and should include a written summary of oral remarks to be presented, and an estimate of time needed for the presentation. Requests received after the date specified above will be scheduled if time is available during the meeting; however, the name of those individuals may not appear on the written agenda.

The FAA will prepare an agenda of speakers who will be available at the meeting. Every effort will be made to accommodate as many speakers as possible, to include, if necessary, extending the meeting to an extra day at

each location. In addition, the amount of time allocated to each speaker may be less than the amount of time requested.

#### Background

On October 21, the FAA published in the **Federal Register** a notice that proposes an extensive amendment of part 67 of the Federal Aviation Regulations to revise airman medical standards and medical certification procedures. The FAA, in part, proposes to implement a number of recommendations resulting from a comprehensive review of the medical standards announced in previous notices. As proposed, this revision of the standards for airman medical certification and associated administrative procedures of part 67 will better provide for safety in the aviation system and reflect current medical knowledge, practice, and terminology.

This notice also proposes to amend § 61.23 of part 61 to revise the duration of third-class airman medical certificates, based on the age of the airman, for operations requiring a private, recreational, or student pilot certificate.

#### Meeting Procedures

The following procedures are established to facilitate each meeting:

(1) There will be no admission fee or other charge to attend or to participate in the meeting. The meeting will be open to all persons who have requested in advance to present statements or who register on the day of the meeting subject to availability of space in the meeting room.

(2) There will be a morning and afternoon break, a lunch break, and where appropriate, a dinner break.

(3) The meeting may adjourn early if scheduled speakers complete their statements in less time than currently is scheduled for the meeting.

(4) An individual, whether speaking in a personal or a representative capacity on behalf of an organization, may be limited to a 10-minute statement. If possible, we will notify the speaker if additional time is available.

(5) The FAA will try to accommodate all speakers. If the available time does not permit this, speakers generally will be scheduled on a first-come-first-served basis. However, the FAA reserves the right to exclude some speakers if necessary to present a balance of viewpoints and issues.

(6) Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested at the above number 10 calendar days before the meeting.