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DEPARTMENT OF ENERGY

Office of Energy Efficiency and Renewable Energy

10 CFR Part 436

[Docket No. EE–RM–94–201]

RIN 1904–AA62

Federal Energy Management and Planning Programs; Energy Savings Performance Contract Procedures and Methods

AGENCY: Department of Energy.

ACTION: Correction to final regulations.

SUMMARY: This document contains corrections to the Final Regulations which were published on Monday, April 10, 1995 (60 FR 18326). The regulations establish a five-year pilot program of energy savings performance contracts designed to accelerate investment in cost effective energy conservation measures in existing Federal buildings and thereby save taxpayer dollars.

EFFECTIVE DATE: April 10, 1995.

FOR FURTHER INFORMATION CONTACT: Joan G. Stone (202) 586–5772.

SUPPLEMENTARY INFORMATION:

Need for Correction

As published, the rules become effective 30 days after date of publication. The Department intended for the rule to become effective upon publication in order to relieve substantive restrictions that apply to procurements under other regulations.

Correction of Publication

Accordingly, the final rule published on April 10, 1995, which was the subject of FR Doc No. 95–8750, is corrected as follows:

On page 18326, 1st column, the **EFFECTIVE DATE** caption is corrected to read:

EFFECTIVE DATES: These rules become effective April 10, 1995.

On page 18334, 2nd column, the following paragraph is added as paragraph G in section III. Procedural Requirements:

G. Effective Date

DOE is making today's final rule effective upon publication because it will relieve substantive restrictions that apply to procurements under other regulations. No member of the public will be prejudiced by this action because of a lack of timely notice.

§ 436.30 [Corrected]

On page 18334, 3rd column, in § 436.30, paragraph (a), first sentence, the date ''May 10, 1995'' is corrected to read ''April 10, 1995''.

Issued in Washington, DC on April 11, 1995.

Brian T. Castelli,

Chief of Staff for Energy Efficiency and Renewable Energy.

[FR Doc. 95–9420 Filed 4–17–95; 8:45 am]

BILLING CODE 6450–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94–ANE–42; Amendment 39–9181; AD 95–07–02]

Airworthiness Directives; AlliedSignal Inc. TFE731–3 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to AlliedSignal Inc. (formerly Garrett Turbine Engine Company) TFE731–3 series turbofan engines, that requires the removal of suspect low pressure turbine (LPT) disks due to their susceptibility to creep fatigue. This amendment is prompted by reports of LPT disks that have separated through the disk web due to creep fatigue. The actions specified by this AD are intended to prevent an LPT disk web separation, which may result in an uncontained engine failure and damage to the aircraft.

DATES: Effective on June 19, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 19, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from AlliedSignal Inc., Aviation Services Division, Data Distribution, Dept. 6403/2102–201, P.O. Box 29003, Phoenix, AZ 85038–9003; telephone (602) 365–2548, fax (602) 365–2210. 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; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Joseph Costa, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712–4137; telephone (310) 627–5246; fax (310) 627–5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to AlliedSignal Inc. (formerly Garrett Turbine Engine Company) TFE731–3 series turbofan engines was published in the **Federal Register** on November 29, 1994 (59 FR 60922). That action proposed to require removal of suspect specific serial numbered first and second stage low pressure turbine (LPT) disks in accordance with AlliedSignal Aerospace Alert Service Bulletin (ASB) No. TFE731–A72–3544, dated October 8, 1993, and ASB No. TFE731–A72–3557, dated May 12, 1994.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal. The Federal Aviation Administration's (FAA) has determined that the average labor rate has increased since publication of the NPRM to $60 per work hour. The economic analysis of this final rule has been changed accordingly. 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 not increase the scope of the AD.

There are approximately 350 engines with the affected serial numbered disks in the worldwide fleet. The FAA estimates that 175 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 10 work hours per engine to accomplish the required actions, and that the average labor rate is $60 per work hour. Required parts will cost approximately $18,000 per engine. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $3,255,000.

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 adding the following new airworthiness directive:

95–07–02 AlliedSignal Inc.: Amendment 39–9181. Docket 94–ANE–42.

Applicability: AlliedSignal Inc. (formerly Garrett Turbine Engine Company) TFE731–3, –3A, –3AR, –3B, –3BR, and –3R turbofan engine models installed on but not limited to Avions Marcel Dassault Falcon 50, Lockheed 1329–23, –25 series (731 Jetstar, Jetstar II), Israel Aircraft Industries (IAI) Ltd. 1124 (Westwind), Raytheon Corporate Jets Inc. (formerly British Aerospace) (BAe) DH/HS/BH 125 series, Learjet 55 series, Cessna 650 Citation III, VI, Sabreliner NA–265 series (Sabreliner 65). This airworthiness directive (AD) is not applicable to TFE731–3A–300G and TFE731–3AR–200G engines installed on IAI 1125 Westwind Astra aircraft.

Compliance: Required as indicated, unless accomplished previously.

To prevent a low pressure turbine (LPT) disk web separation, which may result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) Remove from service first and second stage LPT disks, with Part Numbers (P/N) 3072351–(), 3072542–(), 3073113–(), and 3073114–(), where () denotes any dash number, identified by serial number in the Compliance Sections of AlliedSignal Aerospace Alert Service Bulletin (ASB) No. TFE731–A72–3544, dated October 8, 1993, and AlliedSignal Aerospace ASB No. TFE731–A72–3557, dated May 12, 1994, within 1,500 hours time in service (TIS) after the effective date of this AD, or at the next removal of the LPT assembly, whichever occurs first, in accordance with the Accomplishment Instructions of AlliedSignal Aerospace ASB No. TFE731–A72–3544, dated October 8, 1993, and AlliedSignal Aerospace ASB No. TFE731–A72–3557, dated May 12, 1994, and replace with serviceable disks.

(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. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Los Angeles Aircraft 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.

(d) The removal and replacement of the affected disks shall be done in accordance with the following AlliedSignal Aerospace ASB's:

Document No.	Pages	Date
ASB No. TFE731–A72–3544. Total Pages: 10.	1–10	Oct. 8, 1993.
ASB No. TFE731–A72–3557. Total Pages: 12.	1–12	May 12, 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 AlliedSignal Inc., Aviation Services Division, Data Distribution, Dept. 6403/2102–201, P.O. Box 29003, Phoenix, AZ 85038–9003; telephone (602) 365–2548, fax (602) 365–2210. 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.

(e) This amendment becomes effective on June 19, 1995.

Issued in Burlington, Massachusetts, on March 22, 1995.

James C. Jones,

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

[FR Doc. 95–8827 Filed 4–17–95; 8:45 am]

BILLING CODE 4910–13–P

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14 CFR Part 39

[Docket No. 94–NM–152–AD; Amendment 39–9194; AD 95–08–05]

Airworthiness Directives; British Aerospace Model BAe 146–100A, –200A, and –300A, and Model Avro 146–RJ70A, –RJ85A, and –RJ100A Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain British Aerospace Model BAe 146–100A, –200A, and –300A series airplanes, that currently requires repetitive inspections of the attachment bolts and nuts in the rear spar root joint attachment fittings at wing rib 2 for integrity of nuts, tightness of bolts, and/or fuel leaks; and repair, if necessary. That AD was prompted by fuel leaks from bolt positions on the rear spar attachment fitting at wing rib 2. This amendment provides for an optional terminating modification for the repetitive inspections, and expands the applicability of the existing AD to include additional airplanes. The actions specified by this AD are intended to prevent fuel leaks and a subsequent fire.

DATES: Effective on May 18, 1995.