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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

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

AlliedSignal, Inc.: Docket No. 95–ANE–01.

Applicability: AlliedSignal, Inc. (formerly Textron Lycoming) AL5512 series turboshaft engines, installed on but not limited to Boeing Helicopter Model 234 rotorcraft.

Note: This AD applies to each engine 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 engines 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 (g) 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 engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent disk failure, which could result in an uncontained engine failure, inflight shutdown, or possible damage to the rotorcraft, accomplish the following:

(a) Within 30 days after the effective date of this airworthiness directive (AD), conduct a revised operating cycle count (prorate) of all gas producer and compressor components in accordance with paragraph 2.D of Textron Lycoming Service Bulletin (SB) No. AL5512–0002, Revision 5, dated December 16, 1993.

(b) After the effective date of this AD, utilize the new, more conservative minor cycle counting methodology for repetitive heavy lift operation described in Textron Lycoming SB No. AL5512–0002, Revision 5, dated December 16, 1993

(c) Following implementation of the revised operating cycle count methodology (prorate) specified in paragraph (a) of this AD, replace those components that exceed their new life limits in accordance with the component removal schedules defined in Textron Lycoming SB No. AL5512–0041, dated December 16, 1993, and SB No. AL5512–0046, dated April 4, 1994, as applicable. Replacement components must have cyclic accumulation no greater than the reduced life limits as defined in Textron Lycoming SB AL5512–0002, Revision 5, dated December 16, 1993.

(d) Following implementation of the revised operating cycle count methodology (prorate) specified in paragraph (a) of this AD, installation of those components that exceed their life limit on the effective date of this AD is prohibited.

(e) Perform a one-time eddy current inspection of installed second stage turbine rotor disk, part number 2–121–058–18, bolt holes at the next shop visit that the disk assembly is removed from the engine or module after the effective date of this AD and after the part has accrued a minimum of 5,000 cycles in service, in accordance with the Accomplishment Instructions of Textron Lycoming SB No. AL5512–0042, dated December 16, 1993. Prior to further flight, remove from service disks that do not meet the return to service limits defined in the SB, and replace with serviceable parts.

(f) Prior to installation, but after accruing a minimum of 5,000 cycles in service, perform a one-time eddy current inspection of uninstalled second stage turbine rotor disk, part number 2–121–058–18, bolt holes in accordance with the Accomplishment Instructions of Textron Lycoming SB No. AL5512–0042, dated December 16, 1993. Installation of disks that do not meet the return to service limits defined in the SB is prohibited.

(g) 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 methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(h) 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 March 11, 1996.

James C. Jones,

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

[FR Doc. 96–7244 Filed 3–25–96; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 39

[Docket No. 95–ANE–68]

Airworthiness Directives; AlliedSignal, Inc. TSCP700–4B, –4E, and –5 Auxiliary Power Units

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 AlliedSignal, Inc. (formerly Garrett) Models TSCP700–4B, –4E, and –5 auxiliary power units (APU's). This proposal would require removal from service of certain high pressure turbine (HPT) disks identified by serial number, and replacement with serviceable parts. This proposal is prompted by the discovery of a material defect in certain HPT disk forgings that may result in HPT disk rupture prior to reaching the disk cyclic life limit. The actions specified by the proposed AD are intended to prevent an HPT disk rupture.

DATES: Comments must be received by May 28, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–ANE–68, 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 AlliedSignal Engines, P.O. Box 52181, Phoenix, AZ 85072–2181; telephone (800) 338–3378, fax (602) 231–4402. 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: Robert Baitoo, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712–4137; telephone (310) 627–5245; fax (310) 627–5210.

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 95–ANE–68.'' 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. 95–ANE–68, 12 New England Executive Park, Burlington, MA 01803–5299.

Discussion

The Federal Aviation Administration (FAA) received a report from the manufacturer that a material defect exists in certain forgings of high pressure turbine (HPT) disks installed on AlliedSignal, Inc. (formerly Garrett) Models TSCP700–4B, –4E, and –5 auxiliary power units (APU's). Analysis indicates that HPT disks forged from this material may rupture prior to reaching the disk cyclic life limit of 30,000 cycles since new (CSN). This condition, if not corrected, could result in an HPT disk rupture.

The FAA has reviewed and approved the technical contents of AlliedSignal Aerospace Service Bulletin (SB) No. TSCP700–49–A7168, dated November 7, 1995, that identifies by serial number HPT disks that may have been forged with a material defect.

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 removal from service of certain HPT disks identified by serial number, and replacement with serviceable parts, prior to accumulating 7,500 CSN, or 3 years after the effective date of this AD, whichever occurs first. The FAA determined this calendar end-date based upon the effect of the material defect on the HPT disks' cyclic life. In addition, the FAA considered the rate of cyclic accumulation on disks in service. The actions would be required to be accomplished in accordance with the SB described previously.

There are approximately 31 APU's of the affected design in the worldwide fleet. The FAA estimates that 20 APU's installed on aircraft of U.S. registry would be affected by this proposed AD, and that no additional work hours would be required if the disk is replaced during overhaul. The manufacturer has advised the FAA that they will supply required parts at no charge to the operator. The FAA has therefore determined that this AD would impose no additional cost on U.S. operators.

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 ''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); 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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

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

AlliedSignal, Inc.: Docket No. 95–ANE–68.

Applicability: AlliedSignal, Inc. (formerly Garrett) Models TSCP700–4B, –4E, and –5 auxiliary power units (APU's), with high pressure turbine (HPT) disks identified by serial number in AlliedSignal Aerospace Service Bulletin (SB) No. TSCP700–49–A7168, dated November 7, 1995. These APU's are installed on, but not limited to, McDonnell Douglas DC–10, KC–10 (military), and MD–11 series, and Airbus A300 series aircraft.

Note: This airworthiness directive (AD) applies to each APU 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 APU's 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 (d) to request approval from the Federal Aviation Administration (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 APU from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent an HPT disk rupture, accomplish the following:

(a) Prior to accumulating 7,500 cycles since new (CSN), or 3 years after the effective date of this AD, whichever occurs first, remove from service affected HPT disks and replace with a serviceable part.

(b) The definition of a disk cycle may be found in the applicable AlliedSignal, Inc. APU Component Maintenance Manual.

(c) Auxiliary Power Unit maintenance records may be used to determine if the HPT disk installed in the APU has a serial number listed in AlliedSignal Aerospace SB No. TSCP700–49–A7168, dated November 7, 1995.

(d) 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.

(e) 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 March 12, 1996.

James C. Jones,

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

[FR Doc. 96–7245 Filed 3–25–96; 8:45 am]

BILLING CODE 4910–13–P

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14 CFR Part 71

[Airspace Docket No. 96–ACE–02]

Proposed Amendment to Class E Airspace; Kaiser, MO, Camdenton, MO, Sedalia, MO, West Plains, MO, Point Lookout, MO, St. Charles, MO, Monett, MO, Butler, MO, Monroe City, MO, Farmington, MO, Fort Leavenworth, Sherman Army Airfield, KS, and Dodge City, KS

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to amend the Class E airspace area at Kaiser, Lee C. Fine Memorial Airport, MO, Camdenton Memorial Airport, Camdenton, MO, Sedalia Memorial Airport, Sedalia, MO, West Plains Municipal Airport, West Plains, MO, M. Graham Clark Airport, Point Lookout, MO, St. Charles Co. Smartt Airport, St. Charles, MO, Monett Municipal Airport, Monett, MO, Butler Memorial Airport, Butler, MO, Monroe City Regional Airport, Monroe City, MO, Farmington Regional Airport, Farmington, MO, Fort Leavenworth, Sherman AAF, KS, and Dodge City Regional Airport, Dodge City, KS. The development of new Standard Instrument Approach Procedures (SIAP) based on the Global Positioning System (GPS) at the above locations has made the proposal necessary. The intended effect of this proposal is to provide additional controlled airspace for aircraft executing the SIAP at the above listed airports.

DATES: Comments must be received on or before May 1, 1996.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Air Traffic Operations Branch, ACE–530, Federal Aviation Administration, Docket No. 96–ACE–02, 601 East 12th Street, Kansas City, MO 64106.

The official docket may be examined in the Office of the Assistant Chief Counsel for the Central Region at the same address between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

An informal docket may also be examined during normal business hours in the office of the Manager, Air Traffic Operations Branch, Air Traffic Division, at the address listed above.

FOR FURTHER INFORMATION CONTACT: Kathy Randolph, Air Traffic Division, Air Traffic Operations Branch, ACE–530C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone number (816) 426–3408.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments as self-addressed, stamped postcard on which the following statement is made: ''Comments to Airspace Docket No. 96–ACE–02.'' The postcard will be date/time stamped and returned to the commenter. All communications received on or before the closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRMs

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA–230, 800 Independence Avenue, SW, Washington, DC 20591, or by calling (202) 267–3484. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRMs should also request a copy of Advisory Circular No. 11–2A, which describes the procedures.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to provide additional controlled airspace for a new Instrument Flight Rules (IFR) procedure at the St. Charles Co. Smartt Airport, MO; Camdenton Memorial Airport, MO; Monett Municipal Airport, MO; West Plains Municipal Airport, MO; Butler Municipal Airport, MO; Point Lookout, M. Graham Clark Airport, MO; Sedalia Memorial Airport, MO; Monroe City Regional Airport, MO; Farmington Regional Airport, MO; Kaiser, Lee C. Fine Airport, MO; Fort Leavenworth, Sherman AAF, KS; and Dodge City Regional Airport, KS. The additional airspace would segregate aircraft operating under VFR conditions from aircraft operating under IFR procedures. The area would be depicted on appropriate aeronautical charts thereby enabling pilots to circumnavigate the area or otherwise comply with IFR procedures. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9C, dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation (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) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.