Airbus Industrie Models A300B2, A300B4, A310–200, A310–300, A300–600, A320–100, A320–200, A321–100, A330–300, A340–200, and A340–300 series airplanes;

Beech Models 1900 and BE–65 through –90 (inclusive) series airplanes;

Boeing Models 727–100, 727–200, 737–200, 737–300, 737–400, 737–500, 747–100, 747–200, 747–300, 747–400, 747SP, 757–200, 767–200, and 767–300 series airplanes;

Convair Model CV–580 airplanes;

de Havilland DHC–7 series airplanes and Model DHC–8–100 airplanes;

Embraer Model EMB–120 series airplanes;

Fairchild Model F227 airplanes;

Fokker Models F28 Mark 100, Mark 1000, and Mark 4000 series airplanes;

General Dynamics Models Convair 340 and 440 airplanes;

Gulfstream Models G–159 and G-IV airplanes;

Lockheed Model L1011 series airplanes;

McDonnell Douglas Models DC–8–60, DC–9–31, DC–9–51, DC–10–10; DC–10–30, DC–10–30F, MD–11, and MD–80 series airplanes;

Rockwell International NA–265–65 airplanes;

Saab Model 340 series airplanes; and

Shorts Model 360 series airplanes.

Note 1: This AD applies to each airplane on which the TCAS unit identified in the preceding applicability provision has been installed, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For affected TCAS units or airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Note 2: CAS–81 Traffic Alert and Collision Avoidance Systems (TCAS) processors having serial numbers 6066 and subsequent, are not subject to the requirements of this AD.

Compliance: Required as indicated, unless accomplished previously.

To ensure that the flightcrew is advised of the potential hazard associated with failure of the audio output of the CAS–81 TCAS, and of the procedures necessary to address it, accomplish the following:

(a) Within 3 calendar days after February 5, 1996 (the effective date of AD 95–26–15, amendment 39–9495), revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following. This may be accomplished by inserting a copy of this AD in the AFM.

''In order to ensure that the audio output of the CAS–81 TCAS operates properly, accomplish the following:

- Prior to the first flight of the day; prior to the accumulation of 10 hours of power; and at the mid-point of any one flight scheduled to exceed hours: Cycle the power to the TCAS processor via the circuit breaker or power bus.
- Prior to taxi before takeoff: Initiate the TCAS functional test in accordance with AFM procedures to verify operational condition of the CAS–81 TCAS.''

(b) For airplanes on which the manufacturer has substantiated 30 degrees Celsius as a maximum ambient temperature for the TCAS processor location, the following is considered to be an alternative method of compliance for the AFM revision requirements: Revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following. This may be accomplished by inserting a copy of this AD in the AFM. After revising the AFM, the AFM revision required by paragraph (a) of this AD may be removed from the AFM.

''In order to ensure that the audio output of the CAS–81 TCAS operates properly, accomplish the following:

Prior to each flight of up to 18 hours duration, reset the TCAS circuit breaker and conduct a TCAS self-test.''

(c) Modification of the TPA–81A TCAS processor receiver in accordance with Allied Signal Service Bulletin TPA–81A–34–82, dated January 1996, and Allied Signal Service Bulletin TPA–81A–34–84, dated January 1996, constitutes terminating action for the requirements of this AD. After this modification is accomplished, the AFM revisions specified in paragraphs (a) and (b) of this AD may be removed from the AFM.

(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, Atlanta Aircraft Certification Office (ACO), FAA, Small 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, Atlanta ACO.

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

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

Issued in Renton, Washington, on May 30, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–14038 Filed 6–4–96; 8:45 am]

BILLING CODE 4910–13–P

---

14 CFR Part 39

[Docket No. 95–ANE–57]

RIN 2120–AA64

Airworthiness Directives; Pratt & Whitney JT9D Series Turbofan 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 Pratt & Whitney JT9D series turbofan engines. This proposal would require installing an improved design turbine exhaust case (TEC) with a thicker containment wall or modified TEC. This proposal is prompted by reports of 64 uncontained engine failures since 1972. The actions specified by the proposed AD are intended to prevent release of uncontained debris from the turbine exhaust case following an internal engine failure, which can result in damage to the aircraft.

DATES: Comments must be received by August 5, 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–57, 12 New England Executive Park, Burlington, MA 01803–5299. Comments may also be submitted to the Rules Docket by using the following Internet address: ''epd-adcomments@mail.hq.faa.gov''. 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 Pratt & Whitney, Publications Department, Supervisor Technical Publications Distribution, M/S 132–30, 400 Main St., East Hartford, CT 06108; telephone (860) 565–7700. 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: Daniel Kerman, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7130, 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 95–ANE–57.'' 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–57, 12 New England Executive Park, Burlington, MA 01803–5299.

Discussion

The Federal Aviation Administration (FAA) has determined that the turbine exhaust case (TEC) on Pratt & Whitney (PW) JT9D–3, –7, –20, –59A, –70A, –7Q, and –7R4 series turbofan engines may not be capable of containing a release of engine debris should an internal engine failure occur. The FAA has determined, based on service experience, that TEC penetrations have resulted from multiple internal gas path failure modes. Primary penetrations of the TEC have been isolated to the outer wall between the leading edge of the casing struts and the forward ''P'' flange. This condition, if not corrected, could result in release of uncontained debris from the turbine exhaust case following an internal engine failure, which can result in damage to the aircraft.

Service experience has demonstrated that there exists a need for out-of-plane, aft containment. The FAA has received reports of 64 uncontained failures of the TEC since 1972.

These TEC penetrations have resulted from a variety of failure modes. In some incidents, the engine failures have occurred as far upstream as the fan module No. 1 bearing to as far downstream as the sixth stage low pressure turbine blades. In all instances these failures have caused a balling effect in which downstream debris has penetrated through the TEC shell wall. As a result of these uncontainments, PW has refined their analytical containment model based on the results of ballistics testing. PW utilized this data to establish new casing wall thickness requirements for aft containment. Pratt & Whitney has developed three containment improvements: a redesigned, thick-wall TEC developed for all models of the JT9D engine; containment shields for all models of the JT9D engine; and a new TEC ''P'' flange and case wall replacement for all models of the JT9D engine excluding the Model JT9D–7R4D (BG–700 series) turbofan engines.

The FAA has reviewed and approved the technical contents of the following PW Service Bulletins (SB's): SB No. 6113, dated April 13, 1993; SB No. 5977, dated December 14, 1990; SB No. JT9D–7R4–72–479, Revision 1, dated November 12, 1993; SB No. 6243, dated February 1, 1996; SB No. JT9D–7R4–72–513, Revision 2, dated January 10, 1996; SB No. 5907, dated March 27, 1990; SB No. JT9D–7R4–72–407, Revision 1, dated August 16, 1990; SB No. JT9D–7R4–72–466, Revision 2, dated May 10, 1996; SB No. 6118, Revision 3, dated January 10, 1996; and SB No. 6157, dated February 9, 1994. These SB's describe replacing the previous TEC with a new, thicker case wall TEC, installing a new containment shield for enhanced containment capability, and replacing the TEC ''P'' flange and case wall with a thicker cross section.

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 installing an improved design TEC with a thicker containment wall, modifying the existing TEC to incorporate a containment shield, or modifying the existing TEC to replace the ''P'' flange and case wall. The FAA has established a compliance end-date of 48 months after the effective date of this AD based upon shop visit rates for hot section overhaul. The actions would be required to be accomplished in accordance with the service bulletins described previously.

There are approximately 2,748 engines of the affected design in the worldwide fleet. The FAA estimates that 740 engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 14 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 $1,404 per engine. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $1,660,560.

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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

Pratt & Whitney: Docket No. 95–ANE–57.

Applicability: Pratt & Whitney (PW) JT9D–3, –7, –20, –59A, –70A, –7Q, and –7R4 series turbofan engines, installed on but not limited to Airbus A300 and A310 series; Boeing 747 and 767 series; and McDonnell Douglas DC–10 series aircraft.

Note: This airworthiness directive (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 (b) 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 engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent release of uncontained debris from the turbine exhaust case (TEC) following an internal engine failure, which can result in damage to the aircraft, accomplish the following:

(a) At the next removal of the TEC from the low pressure turbine case ''P'' flange for overhaul, where the No. 4 bearing, carbon seals, lubrication pressurization lines, or scavenge lines are removed for maintenance after the effective date of this AD, but not later than 48 months after the effective date of this AD, accomplish the following:

(1) For PW JT9D–3A, –7, –7A, –7AH, –7H, –7F, –7J, –20, and –20J series turbofan engines, accomplish any one of the following actions:

(i) Install a thicker-walled TEC, with Part Numbers (P/N's) listed in PW SB No. 6113, dated April 13, 1993, as applicable; or

(ii) Install a modified TEC that incorporates a containment shield, with P/N's listed in PW SB No. 5907, dated March 27, 1990, as applicable; or

(iii) Install a modified TEC that incorporates a replacement ''P'' flange and case wall, with P/N's listed in PW SB No. 6118, Revision 3, dated January 10, 1996.

(2) For PW JT9D–7Q and –7Q3 series turbofan engines, accomplish any one of the following actions:

(i) Install a thicker-walled TEC, with P/N's listed in PW SB No. 5977, dated December 14, 1990; or

(ii) Install a modified TEC that incorporates a containment shield, with P/N's listed in PW SB No. 5907, dated March 27, 1990, as applicable; or

(iii) Install a modified TEC that incorporates a replacement ''P'' flange and case wall, with P/N's listed in PW SB No. 6157, dated February 9, 1994.

(3) For PW JT9D–59A and –70A series turbofan engines, accomplish one of the following actions:

(i) Install a thicker-walled TEC, with P/N's listed in PW SB No. 6243, dated February 1, 1996; or

(ii) Install a modified TEC that incorporates a containment shield, with P/N's listed in PW SB No. 5907, dated March 27, 1990, as applicable;

(iii) Install a modified TEC that incorporates a replacement ''P'' flange and case wall, with P/N's listed in PW SB No. 6157, dated February 9, 1994.

(4) For PW JT9D–7R4D (BG–700 series) turbofan engines, accomplish either of the following actions:

(i) Install a thicker-walled TEC, with P/N's listed in PW SB No. JT9D–7R4–72–479, Revision 1, dated November 12, 1993; or

(ii) Install a modified TEC that incorporates a containment shield, with P/N's listed in PW SB No. JT9D–7R4–72–407, Revision 1, dated August 16, 1990, as applicable.

(5) For PW JT9D–7R4D (BG–800 series), –7R4D (BG–900 series), –7R4D1 (AI–500 series), –7R4E (BG–800 series), –7R4E (BG–900 series), –7R4E1 (AI–500 series), –7R4E1 (AI–600 series), –7R4E4 (BG–900 series), –7R4G2 (BG–300 series), and –7R4H1 (AI–600 series) turbofan engines, accomplish any one of the following actions:

(i) Install a thicker-walled TEC, with P/N's listed in PW SB No. JT9D–7R4–72–513, Revision 2, dated January 10, 1996; or

(ii) Install a modified TEC that incorporates a containment shield, with P/N's listed in PW SB No. JT9D–7R4–72–466, Revision 2, dated May 10, 1996; or

(iii) Install a modified TEC that incorporates a replacement ''P'' flange and case wall, with P/N's listed in PW SB No. JT9D–7R4–72–513, Revision 2, dated January 10, 1996.

(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 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 May 22, 1996.

Robert E. Guyotte,

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

[FR Doc. 96–14033 Filed 6–4–96; 8:45 am]

BILLING CODE 4910–13–P

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

19 CFR Part 132

Extension of Comment Period for Administration of Tobacco Tariff-Rate Quota

AGENCY: Office of the United States Trade Representative.

ACTION: Notice of extension of comment period.

SUMMARY: On February 20, 1996, the Office of the United States Trade Representative (USTR) published a notice soliciting comments and views on the administration of the tariff-rate quota on leaf tobacco, established on September 13, 1995, which was operating on a first-come, first-served basis (61 FR 6333). Because of request by interested parties for an extension of the comment period, USTR is extending the comment period until June 19, 1996.

DATES: Comment period extended until June 19, 1996.

ADDRESSES: Office of the U.S. Trade Representative, Room 222, 600 17th Street, NW., Washington, DC 20508, attention: Tobacco Tariff-Rate Quota.

FOR FURTHER INFORMATION CONTACT: Tom Perkins, Senior Economist, Office of Agricultural Affairs, USTR, (202) 395–6127; or Rachel Shub, Assistant General Counsel, USTR (202) 395–7305.

SUPPLEMENTARY INFORMATION: Persons submitting written comments should provide a statement, in ten copies, by noon June 19, 1996 to Sybia Harrison, Office of the United States Trade Representative, Room 222, 600 17th Street, NW., Washington, DC 20508, attention: Tobacco Tariff-Rate Quota. Non-confidential information received will be available for public inspection by appointment, in the USTR Reading Room, Room 101, Monday through Friday, 10:00 a.m. to 12:00 noon and 1:00 p.m. to 4:00 p.m. For an appointment call Brenda Webb at (202) 395–6186. Business confidential information will be subject to the requirements of 15 CFR 2003.6 Any business confidential material must be clearly marked as such on the cover letter or page and each succeeding page, and must be accompanied by a non-confidential summary thereof.

Jennifer Hillman,

General Counsel.

[FR Doc. 96–13992 Filed 6–4–96; 8:45 am]

BILLING CODE 3190–01–M

DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Part 151

RIN 1515–AB75

Detention of Merchandise

AGENCY: Customs Service, Department of the Treasury.

ACTION: Proposed rule.

SUMMARY: This document proposes amendments to the Customs Regulations to provide for procedures regarding the detention of merchandise that is undergoing extended Customs examination. It is intended that the