requesting this listing. The Department welcomes written comments on the proposed priority list. Written comments on the proposed priority list must be received by July 26, 1996. Please notify Bryan Berringer at the above listed address of your intention to attend the workshop or if you expect to provide written comments.

Issued in Washington, DC on May 28, 1996.

Christine A. Ervin,

Assistant Secretary, Energy Efficiency and Renewable Energy.

[FR Doc. 96–13904 Filed 6–4–96; 8:45 am]

BILLING CODE 6450–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96–NM–81–AD]

RIN 2120–AA64

Airworthiness Directives; Allied Signal Commercial Avionics Systems CAS–81 Traffic Alert and Collision Avoidance Systems (TCAS) as Installed In, But Not Limited To, Various Transport Category Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to revise an existing airworthiness directive (AD), applicable to various transport category airplanes equipped with Allied Signal Commercial Avionics Systems CAS–81 TCAS. That AD currently requires a revision to the Airplane Flight Manual (AFM) to provide the flightcrew with procedures to cycle power to the TCAS processor via the circuit breaker or power bus, and to perform a TCAS functional test to verify proper operation of the TCAS. That action was prompted by reports of failure of the audio output of the CAS–81 TCAS. The actions specified by that AD are intended 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. This action would add a revision of the AFM requirements that would provide an alternative method of compliance with the currently required AFM revision; and would provide for a modification to the TCAS processor, which, if accomplished, terminates the requirements of the AD.

DATES: Comments must be received by July 15, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 96–NM–81–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Allied Signal Aerospace, Technical Publications, Dept. 65–70, P.O. Box 52170, Phoenix, Arizona 85072–2170. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: David Crew, Aerospace Engineer, Systems and Flight Test Branch, ACE–116A, FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2–160, College Park, Georgia 30337–2748; telephone (404) 305–7335; fax (404) 305–7348.

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 shall 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 96–NM–81–AD.'' 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, Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 96–NM–81–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

On January 22, 1996, the FAA issued AD 95–26–15, amendment 39–9495 (61 FR 2699, January 29, 1996), applicable to various transport category airplanes equipped with Allied Signal Commercial Avionics Systems CAS–81 Traffic Alert and Collision Avoidance Systems (TCAS). That AD requires a revision to the FAA-approved Airplane Flight Manual (AFM) to provide the flightcrew with procedures to cycle power to the TCAS processor via the circuit breaker or power bus, and to perform a TCAS functional test to verify proper operation of the TCAS. That action was prompted by reports of failure of the audio output of the CAS–81 TCAS. The requirements of that AD are intended 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.

Explanation of New Service Information

Since the issuance of that AD, Allied Signal has issued Service Bulletin TPA–81A–34–82, dated January 1996, which describes procedures for a modification (Unit Mod 13) of the TPA–81A TCAS processor receiver. This modification adds two 100k ohm resistors to circuitry on the voice synthesizer module (VSM) to provide a direct current (DC) return for the Op-Amp. Additionally, the modification adds four diodes to the ADV. INHIBIT #1, #2, #3, and #4 lines (advisory inhibit) at connector P3011 for isolation. This modification will eliminate audio noise and prevent a lack of AUDIO alert due to the absence of a return path to ground in an alternate current (AC) coupled filter in the VSM. The modification also will eliminate the need to isolate diodes of the advisory inhibit lines in certain configurations.

Allied Signal also issued Service Bulletin TPA–81A–34–84, dated January 1996, which describes procedures for modification of the TPA–81A TCAS processor receiver. The modification involves redesignating (rolling) the part numbers of processors modified to Unit Mod 13. This modification will prevent failure of the

audio alert annunciation circuit when a unit has power applied for more than twelve hours at elevated temperatures.

The FAA has reviewed and approved these service bulletins, and has determined that accomplishment of these modifications will positively address the unsafe condition identified as failure of the audio output of the CAS–81 TCAS.

Comments Received in Response to AD 95–26–15

In response to the request for comments to AD 95–26–15, Airbus requests that the AD include a currently approved alternative means of compliance with the AFM revision required by paragraph (a) of the AD. For airplanes on which the manufacturer has substantiated 30 degrees Celsius as a maximum ambient temperature for the avionics compartment, this alternative method of compliance revises the Limitations Section of the FAA-approved AFM by including the following:

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.

The FAA concurs, and has added a new paragraph (b) to this proposal accordingly.

Airbus also requests that additional information be added to the AD to clarify that maintenance personnel should perform the revisions to the AFM and should enter and sign-off the required actions into the logbook.

The FAA does not concur that this AD should be revised to include the additional information requested by the commenter. Persons authorized to perform the work required by an AD are generally not prescribed by an AD. Part 43 (''Maintenance, Preventive Maintenance, Rebuilding, and Alteration'') and part 121 (''Certification and Operations: Domestic, Flag, and Supplemental Air Carriers and Commercial Operators of Large Aircraft'') of the Federal Aviation Regulations (14 CFR parts 43 and 121) specify persons authorized to perform maintenance, preventive maintenance, rebuilding, and alterations, as well as maintenance record entry requirements, and approval for return to service of the airplane after maintenance.

Additionally, Airbus requests that Models A300B2, A300B4, A310–200, A310–200, A300–600, A320–100, A320–200, A321–100, A330–300, A340–200, and A340–300 series airplanes be included in the list of airplanes included in the applicability of the AD.

The FAA concurs. The FAA points out, however, that the proposed AD (as well as the previously issued AD) is applicable to the subject TCAS unit itself, notwithstanding the model of airplane on which it is installed. As an aid to operators in identifying whether or not they are subject to the rule, the FAA has included a list of the airplane models on which the TCAS unit is known to be installed. However, this list is limited in that it does not include every airplane on which the TCAS may be installed.

Explanation of Requirements of Proposed Rule

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 revise AD 95–26–15 to add a new AFM requirement that would specify an alternative method of compliance with the currently required AFM revision. The proposed AD would provide for a modification of the TCAS processor, which, if accomplished, terminates the requirements of the existing AD. The proposed AD also identifies additional airplane models on which the subject TCAS unit may be installed.

Cost Impact

There are approximately 5,000 various transport category airplanes in the worldwide fleet on which the subject TCAS unit may be installed. The FAA estimates that 3,650 airplanes of U.S. registry would be affected by this proposed AD.

The actions that are currently required by AD 95–26–15, and retained in this proposed revision, take approximately 1 work hour per airplane to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the existing AD on U.S. operators is estimated to be $219,000, or $60 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Should an operator elect to accomplish the proposed optional terminating modification rather than continue using the AFM revision, it would take approximately 3 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. Required parts would be furnished by the manufacturer at no cost to the operator. Based on these figures, the cost impact of this optional terminating action is estimated to be $180 per airplane.

Regulatory Impact

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 removing amendment 39–9495 (61 FR 2699, January 29, 1996), and by adding a new airworthiness directive (AD), to read as follows:

Allied Signal Commercial Avionics Systems: Docket 96–NM–81–AD. Revises AD 95–26–15, Amendment 39–9495.

Applicability: CAS–81 Traffic Alert and Collision Avoidance Systems (TCAS) that are installed in, but not limited to, the following airplanes, certificated in any category:

Aerospatiale Models ATR42 and ATR72 series airplanes;

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

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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