

Frequency	Peak (V/M)	Average (V/M)
100 KHz–500 KHz	60	60
500 KHz–2000 KHz	70	70
2 MHz–30 MHz	200	200
30 MHz–70 MHz	30	30
70 MHz–100 MHz	30	30
100 MHz–200 MHz	150	33
200 MHz–400 MHz	70	70
400 MHz–700 MHz	4,020	935
700 MHz–1000 MHz	1,700	170
1 GHz–2 GHz	5,000	990
2 GHz–4 GHz	6,680	840
4 GHz–6 GHz	6,850	310
6 GHz–8 GHz	3,600	670
8 GHz–12 GHz	3,500	1,270
12 GHz–18 GHz	3,500	360
18 GHz–40 GHz	2,100	750

As discussed above, these special conditions are applicable to the Avions Marcel Dassault—Breguet Aviation Model Fan Jet Falcon (Basic), Fan Jet Falcon Series D, E, and Mystere-Falcon 20–C5, 20–D5 and 20–E5 airplane, modified by Rockwell Collins. Should Rockwell Collins apply at a later date for a supplemental type certificate to modify any other model included on Type Certificate No. A7EU to incorporate the same novel or unusual design feature, the special conditions would apply to that model as well, under the provisions of § 21.101(a)(1).

Conclusion

This action affects only certain unusual or novel design features on Avions Marcel Dassault—Breguet Aviation Model Fan Jet Falcon (Basic), Fan Jet Falcon Series D, E, and Mystere-Falcon 20–C5, 20–D5 and 20–E5 airplanes modified by Rockwell Collins. It is not a rule of general applicability and affects only the applicant who applied to the FAA for approval of this feature on this airplane.

The substance of these special conditions has been subjected to the notice and comment procedure in several prior instances and has been derived without substantive change from those previously issued. It is unlikely that prior public comment would result in a significant change from the substance contained herein. For this reason, and because a delay would significantly affect the certification of the airplane, which is imminent, the FAA has determined that prior public notice and comment are unnecessary and impracticable, and good cause exists for adopting these special conditions immediately. Therefore, these special conditions are being made effective upon issuance. The FAA is requesting comments to allow interested persons to submit views that may not have been submitted in

response to the prior opportunities for comment described above.

List of Subjects in 14 CFR Part 25

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

The authority citation for these special conditions is as follows:

Authority: 49 U.S.C. app. 1344, 1348(c), 1352, 1354(a), 1355, 1421 through 1431, 1502, 1651(b)(2), 42 U.S.C. 1857f–10, 4321 et seq.; E.O. 11514; and 49 U.S.C. (106)(g).

The Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the supplemental type certification basis for the Avions Marcel Dassault—Breguet Aviation Model Fan Jet Falcon (Basic), Fan Jet Falcon Series D, E, and Mystere-Falcon 20–C5, 20–D5 and 20–E5 airplane, as modified by Rockwell Collins.

1. *Protection from Unwanted Effects of High-Intensity Radiated Fields (HIRF)*. Each electrical and electronic system that performs critical functions must be designed and installed to ensure that the operation and operational capability of these systems to perform critical functions are not adversely affected when the airplane is exposed to high intensity radiated fields external to the airplane.

2. The following definition applies with respect to this special condition: *Critical Function*. Functions whose failure would contribute to or cause a failure condition that would prevent the continued safe flight and landing of the airplane.

Issued in Renton, Washington, on August 6, 1996.

Darrell M. Pederson,
Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service,
ANM–100.

[FR Doc. 96–20628 Filed 8–12–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 39

[Docket No. 96–ANE–16; Amendment 39–9707, AD 96–16–07]

RIN 2120–AA64

Airworthiness Directives; General Electric Company (GE) CF6–80C2 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is

applicable to General Electric Company (GE) CF6–80C2 series turbofan engines. This action supersedes priority letter AD 96–09–01 that currently requires borescope inspections of the rear right hand mount link to determine if the serial number matches those listed in applicable service bulletins as improperly manufactured, and replacement, if necessary, with a serviceable part. This action references a newly revised service bulletin and bases the compliance time on the effective date of this superseding AD for engines installed on McDonnell Douglas MD–11 series aircraft. This amendment is prompted by the availability of the newly revised service bulletin. The actions specified by this AD are intended to prevent rear right hand mount link failure, which could result in engine separation from the aircraft.

DATES: Effective August 28, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 28, 1996.

Comments for inclusion in the Rules Docket must be received on or before October 15, 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. 96–ANE–16, 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”. All comments must contain the Docket No. in the subject line of the comment.

The service information referenced in this AD may be obtained from General Electric Technical Services, Attn: Leader for Distribution/Microfilm, 10525 Chester Road, Cincinnati, OH 45215; phone (513) 672–8400 ext. 114, fax (513) 672–8422. This information may be examined 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.

FOR FURTHER INFORMATION CONTACT: Richard Woldan, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7136, fax (617) 238–7199.

SUPPLEMENTARY INFORMATION: On April 15, 1996, the Federal Aviation Administration (FAA) issued priority

letter airworthiness directive (AD) 96-09-01, applicable to General Electric Company (GE) CF6-80C2 series turbofan engines, which requires borescope inspections of the rear right hand mount link to determine if the serial number matches those listed in applicable service bulletins as improperly manufactured, and replacement, if necessary, with a serviceable part. That action was prompted by reports of rear right hand mount links that were not properly heat treated during manufacture. Rear right hand mount links that are not properly heat treated are susceptible to failure due to insufficient strength. That condition, if not corrected, could result in rear right hand mount link failure, which could result in engine separation from the aircraft.

Since the issuance of that priority letter AD, GE has issued CF6-80C2 Service Bulletin (SB) No. 72-835, Revision 1, dated May 2, 1996. This AD references this new revision, and bases the compliance time on the effective date of this superseding AD for engines installed on McDonnell Douglas MD-11 series aircraft.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of this same type design, this AD supersedes priority letter AD 96-09-01 to require the following:

For certain engines installed on Airbus A300 and A310 series aircraft, prior to further flight, borescope inspect the rear right hand mount link to determine if the link S/N is listed in GE CF6-80C2 SB No. 72-835, Revision 1, dated May 2, 1996. If the link S/N matches those listed in that SB, prior to further flight, remove the rear right hand mount link from service and replace with a serviceable part.

For certain engines installed on McDonnell Douglas MD-11 series aircraft, within 15 days after the effective date of this AD, borescope inspect the rear right hand mount link to determine if the link S/N is listed in GE CF6-80C2 SB No. 72-835, Revision 1, dated May 2, 1996. If the link S/N matches those listed in that SB, within 60 days after the effective date of this AD, remove the rear right hand mount link from service and replace with a serviceable part.

Engines installed on Airbus A300 and A310 series aircraft have higher certification mount loads than those installed on McDonnell Douglas MD-11 aircraft, and therefore require immediate inspection. The actions are required to be accomplished in accordance with the service bulletin described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD 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-ANE-16." The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to

correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

96-16-07 General Electric Company: Amendment 39-9707. Docket No. 96-ANE-16. Supersedes AD 96-09-01.

Applicability: General Electric Company (GE) CF6-80C2 series turbofan engines identified by Serial Numbers (S/N's) listed in GE CF6-80C2 Service Bulletin (SB) No. 72-835, Revision 1, dated May 2, 1996. These engines are installed on but not limited to Airbus A300 and A310 series, and McDonnell Douglas MD-11 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 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.

Compliance: Required as indicated, unless accomplished previously.

To prevent rear right hand mount link failure, which could result in engine separation from the aircraft, accomplish the following:

(a) No further action is required for operators that have complied with priority letter AD 96-09-01.

(b) For engines installed on Airbus A300 and A310 series aircraft, accomplish the following:

(1) Prior to further flight, borescope inspect the rear right hand mount link in accordance with the Accomplishment Instructions of GE CF6-80C2 SB No. 72-835, Revision 1, dated May 2, 1996, to determine if the link S/N is listed in that SB.

(2) If the link S/N does not match those listed in that SB, no further action is required.

(3) If the link S/N matches those listed in that SB, prior to further flight remove the rear right hand mount link from service and replace with a serviceable part in accordance

with the Accomplishment Instructions of GE CF6-80C2 SB No. 72-835, Revision 1, dated May 2, 1996.

(c) For engines installed on McDonnell Douglas MD-11 series aircraft, accomplish the following:

(1) Within 15 days after the effective date of this AD, borescope inspect the rear right hand mount link in accordance with the Accomplishment Instructions of GE CF6-80C2 SB No. 72-835, Revision 1, dated May 2, 1996, to determine if the S/N is listed in that SB.

(2) If the S/N does not match those listed in that SB, no further action is required.

(3) If the S/N matches those listed in that SB, within 60 days after the effective date of this AD, remove the rear right hand mount link from service and replace with a serviceable part in accordance with the Accomplishment Instructions of GE CF6-80C2 SB No. 72-835, Revision 1, dated May 2, 1996.

(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, 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.

(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.

(f) The actions required by this AD shall be done in accordance with the following SB:

Document No.	Pages	Revision	Date
GE CF6-80C2 SB No. 72-835 Total pages: 16.	1-16	1	May 2, 1996.

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 General Electric Technical Services, Attn: Leader for Distribution/Microfilm, 10525 Chester Road, Cincinnati, OH 45215; phone (513) 672-8400 ext. 114, fax (513) 672-8422. 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.

(g) This amendment supersedes priority letter AD 96-09-01, issued April 15, 1996.

(h) This amendment becomes effective on August 28, 1996.

Issued in Burlington, Massachusetts, on July 31, 1996.

Mark C. Fulmer,

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

[FR Doc. 96-20397 Filed 8-12-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-195-AD; Amendment 39-9710; AD 96-17-02]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 757 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is

applicable to certain Boeing Model 757 series airplanes. This action requires an inspection of the engine fuel shutoff valves (spar valves) to detect leakage of fuel and to ensure that no leakage occurs when the valves are commanded to close. This action also requires an alignment procedure of the engine fuel shutoff valves, if necessary. This amendment is prompted by reports that certain engine shutoff valve assemblies were improperly installed during manufacturing of the airplane. The actions specified in this AD are intended to prevent uncommanded fuel flow from the fuel tanks to the engine nacelle, which could result in reduced aircraft fire protection in the event of a leak in the engine fuel line or a fire in the engine nacelle.

DATES: Effective August 28, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 28, 1996.

Comments for inclusion in the Rules Docket must be received on or before October 15, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-195-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at

the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Bernie Gonzalez, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227-2682; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: The FAA has received reports that certain defueling valve assemblies were improperly installed on a Boeing Model 757 series airplane during manufacturing. Such improper installation results in uncommanded transfer of fuel from tank to tank. Investigation revealed that the engine fuel shutoff valves (spar valves) are installed in the same manner and are identical to the defueling valves. While leakage of the defueling valves can be readily and immediately detected, leakage of engine fuel shutoff valves cannot be detected unless the main engine fuel supply line is open. Furthermore, since the engine fuel shutoff valves leak in the commanded "closed" position, the Engine Indication and Crew Alerting System (EICAS) does not show an advisory message, and the amber "SPAR VALVE" disagreement light on the P10 fuel control switch panel does not illuminate.

The engine fuel shutoff valve is controlled by the appropriate fuel control switch on the P10 panel of the