

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.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Division, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels Aircraft Certification Division.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels Aircraft Certification Division.

(e) All persons affected by this directive may obtain copies of the document referred to herein upon request to Avions Pierre Robin, 1, Route de Troyes, 21121 Darois France; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on November 5, 1996.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-28945 Filed 11-12-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-ANE-56]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce plc RB.211-524 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 Rolls-Royce plc RB.211-524 series turbofan engines. This proposal would require initial and repetitive borescope inspections of the head section and meterpanel assembly of the combustion liner, and replacement, if necessary, with serviceable parts. In addition, this AD would propose an optional installation of a front combustion liner with a strengthened head section as a terminating action to the inspection requirements. This proposal is prompted by reports of engine fires due to premature engine combustor distress. The actions specified by the proposed AD are intended to prevent engine combustor liner deterioration due to

thermal fatigue, which can result in combustor liner and case burn-through and engine fire.

DATES: Comments must be received by January 13, 1997.

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-56, 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 Rolls-Royce North America, Inc., 2001 South Tibbs Ave., Indianapolis, IN 46241; telephone (317) 230-3995, fax (317) 230-4743. 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: Eugene Triozzi, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7148, 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-56." 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-56, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, recently notified the Federal Aviation Administration (FAA) that an unsafe condition may exist on Rolls-Royce plc (R-R) RB.211-524 series turbofan engines. The CAA received three reports of engine fires during takeoff and climb. The investigation revealed that the engine combustor liners had deteriorated, due to thermal fatigue of either the head section or meterpanels. In addition, the CAA received reports of premature engine combustor distress found during routine borescope inspections. This condition, if not corrected, could result in engine combustor liner deterioration due to thermal fatigue, which can result in combustor liner and case burn-through and engine fire.

Rolls-Royce plc has issued Service Bulletin (SB) No. RB.211-72-B482, Revision 2, dated March 11, 1996, that specifies procedures for borescope inspections; and SB No. RB.211-72-9764, Revision 2, dated November 10, 1995, that specifies procedures for installing a front combustion liner with a strengthened head section manufactured of C263 material. The CAA classified SB No. RB.211-72-B482, Revision 2, dated March 11, 1996, as mandatory and issued AD 005-07-95, dated March 11, 1996, in order to assure the airworthiness of these engines in the United Kingdom.

This engine model is manufactured in the United Kingdom and is type certificated for operation in the United States under the provisions of Section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of the same type design registered in the United States, the proposed AD would require initial and repetitive borescope inspections of the head section and meterpanel assembly of the combustion liner, and replacement, if necessary, with serviceable parts. In addition, this AD would propose an optional installation of a front combustion liner with a strengthened head section C263 material as a terminating action to the inspection requirements. The actions would be required to be accomplished in accordance with the SB's described previously.

There are approximately 250 engines of the affected design in the worldwide fleet. There are currently no domestic operators of Rolls-Royce plc RB.211-524G or -524H series turbofan engines. The FAA estimates that it would take approximately 8 work hours per engine to accomplish the proposed inspections, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact per engine per inspection is estimated to be \$480.

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:

Rolls-Royce plc: Docket No. 95-ANE-56.

Applicability: Rolls-Royce plc (R-R) Models RB.211-524G and -524H turbofan engines that have not been modified in accordance with R-R Service Bulletin (SB) No. RB.211-72-9764, Revision 2, dated November 10, 1995, installed on but not limited to Boeing 747-400 and 767-300 series aircraft.

Note 1: 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 engine combustor liner deterioration due to thermal fatigue, which can result in combustor liner and case burn-through and engine fire, accomplish the following:

(a) Perform initial and repetitive borescope inspections of the engine combustor liner head section in accordance with the intervals listed in Section 1.C. Compliance (1), and the procedures described in Section 1.D. Action (1) of R-R SB No. RB.211-72-B482, Revision 2, dated March 11, 1996. Prior to further flight, remove combustors that do not meet the return to service criteria specified in Section 1.E. Acceptance Limits of the SB and replace with serviceable parts.

(b) Perform initial and repetitive borescope inspections of the meterpanel in accordance with the intervals listed in Section 1.C. Compliance (2), and the procedures described in Section 1.D. Action (2) of R-R SB No. RB.211-72-B482, Revision 2, dated March 11, 1996. Prior to further flight, remove combustors that do not meet the return to service criteria specified in Section 1.E. Acceptance Limits of the SB and replace with serviceable parts.

(c) Installation of a front combustion liner with a strengthened head section in C263 material in accordance with R-R SB No. RB.211-72-9764, Revision 2, dated

November 10, 1995, constitutes terminating action to the inspection requirements of this AD.

(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 2: 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.

Issued in Burlington, Massachusetts, on October 30, 1996.

James C. Jones,

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

[FR Doc. 96-28983 Filed 11-12-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 96-ANE-25]

RIN 2120-AA64

Airworthiness Directives; AlliedSignal Inc. T5311, T5313, T5317, and T53 (Military) Series 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 AlliedSignal Inc. (formerly Textron Lycoming) T5311, T5313, T5317, and T53 series military engines approved for installation on aircraft certified in accordance with Section 21.25 of the Federal Aviation Regulations (FAR). This proposal would require removal and replacement of the N2 spur gear nut retainer (lock cup). This proposal is prompted by reports of N2 spur gear nut retainer (lock cup) separation. The actions specified by the proposed AD are intended to prevent N2 accessory drive assembly disengagement due to N2 spur gear nut retainer (lock cup) separation, which could result in an uncommanded engine acceleration. **DATES:** Comments must be received by January 13, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England