

with the service bulletin or the AMM. Repeat the inspection to verify proper installation thereafter at intervals not to exceed 6,000 flight hours or 18 months, whichever occurs later.

(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, Seattle Aircraft Certification Office (ACO), FAA, Transport 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, Seattle ACO.

Note 6: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle 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.

(f) The inspections and replacements shall be done in accordance with Boeing Service Bulletin 767-27A0137, Revision 1, dated November 30, 1995. 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected 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.

(g) This amendment becomes effective on January 31, 1997.

Issued in Renton, Washington, on December 11, 1996.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-32048 Filed 12-26-96; 8:45 am]

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14 CFR Part 39

[Docket No. 96-CE-12-AD; Amendment 39-9865; AD 96-26-02]

RIN 2120-AA64

Airworthiness Directives; FLS Aerospace (Lovaux) Ltd. OA7 Optica Series 300 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain FLS Aerospace (Lovaux) Ltd. OA7 Optica series 300 airplanes equipped with a Hoffman fan, part number HO-E315/122EZ, and fan shaft extension. This AD requires

replacing the fan shaft extension with one that incorporates Modification No. B2/MOD/047. The AD results from a quality control review that shows that the four counterbores on the fan shaft extension to engine attachment flange have excessive depths. The actions specified in this AD are intended to prevent cracks from forming in the fan shaft extension flange and subsequent structural failure of this area because of counterbores with excessive depth.

DATES: Effective January 13, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 13, 1997.

Comments for inclusion in the Rules Docket must be received on or before March 20, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 96-CE-12-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from FLS Aerospace (Lovaux) Ltd., Bournemouth International Airport, Christchurch, Dorset BH23 6NW, England; telephone 0202 500200; facsimile 0202 580567.

This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-12-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Maurice Kuttler, Program Officer, Brussels Aircraft Certification Division, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium; telephone (32 2) 508.2715; facsimile (32 2) 230.6899; or Mr. Robert W. Alpiser, Project Officer, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6934; facsimile (816) 426-2169.

SUPPLEMENTARY INFORMATION:

Events Leading to Issuance of the Proposed AD

The Civil Airworthiness Authority (CAA), which is the airworthiness authority for the United Kingdom, recently notified the FAA that an unsafe condition may exist on certain FLS Aerospace (Lovaux) Ltd. OA7 Optica series 300 airplanes equipped with a Hoffman fan, part number (P/N) HO-

E315/122EZ, and fan shaft extension. The CAA for the United Kingdom reports that a manufacturing process error could cause structural failure of the fan shaft extension.

This extension is attached to the engine propeller flange by six bolts. Of the six bushes on the propeller flange, four require a counterbore in the extension propeller flange. A quality control review of the manufacturing process has revealed that the depth of these counterbores on certain OA7 Optica 300 series airplanes equipped with a Hoffman fan, part number P/N HO-E315/122EZ, and fan shaft extension exceed 4.5 millimeters (mm). This could result in cracks forming in the propeller flange with subsequent structural failure of the fan shaft extension.

Applicable Service Information

FLS Aerospace Lovaux Mandatory Service Bulletin (MSB) No. B2/MSB/006, Issue: 1, dated August 22, 1994, specifies the following:

- measuring the depth of the four counterbores on the fan shaft extension to the engine attachment flange;
- inspecting the counterbores and propeller flange for cracks;
- incorporating Repair Drawing R 1299; and
- incorporating Modification B2/MOD/047 on the fan shaft extension.

The CAA of the United Kingdom classified this service bulletin as mandatory and issued CAA AD 010-08-94, in order to assure the continued airworthiness of these airplanes in the United Kingdom.

The FAA's Determination

This airplane 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 21.19) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the CAA of the United Kingdom has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA of the United Kingdom; reviewed all available information, including the service information and modification referenced above; and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of the Provisions of This AD

Since an unsafe condition has been identified that is likely to exist or develop on other FLS Aerospace (Lovaux) Ltd. OA7 Optica series 300 airplanes of the same type design registered in the United States equipped with a Hoffman fan, P/N HO-E315/122EZ, and fan shaft extension, the FAA is issuing an AD. This AD requires replacing the fan shaft extension with one that incorporates Modification No. B2/MOD/047. Accomplishment of the modification would be in accordance with FL Aerospace Lovaux Modification Leaflet No. B2/MOD/047, dated August 31, 1994.

Differences Between This AD, Service Information, and the CAA AD

Both FLS Aerospace Lovaux Mandatory Service Bulletin (MSB) No. B2/MSB/006, Issue: 1, dated August 22, 1994, and CAA AD 010-08-94 specify the following:

- AT 50 HOURS TIME-IN-SERVICE (TIS): inspecting the fan shaft extension to engine attachment flange for cracks and replacing the fan shaft extension if any cracks are found; and measuring the depth of the four counterbores on the fan shaft extension to engine attachment flange incorporating Repair Drawing R 1299 if counterbores exceed a certain depth;
- AT 200 HOURS TIS: incorporating Modification B2/MOD/047 on the fan shaft extension.

Accomplishing the inspection, measurement, and possible repair allow the airplane to be operated until a Modification B2/MOD/047 fan shaft extension is installed. This AD only requires replacing the fan shaft extension. Since no airplanes are currently on the U.S. Register, the FAA has determined to require immediate fan shaft extension replacement on any aircraft obtaining a U.S. airworthiness certificate rather than require the inspection, measurement, and possible repair, and then require the replacement.

Cost Impact

None of the FLS Aerospace (Lovaux) Ltd. OA7 Optica series 300 airplanes affected by this action are on the U.S. Register. All airplanes included in the applicability of this rule currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers this rule necessary to ensure that the unsafe condition is addressed in the event that

any of these subject airplanes are imported and placed on the U.S. Register.

Should an affected airplane be imported and placed on the U.S. Register, accomplishment of the required replacement would take approximately 4 workhours at an average labor charge of \$60 per workhour. Parts cost approximately \$300 per airplane. Based on these figures, the total cost impact of this AD would be \$540 per airplane that would become registered in the United States.

The Effective Date of This AD

Since this AD action does not affect any airplane that is currently on the U.S. register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the Federal Register.

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and 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 shall 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 rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 96-CE-12-AD." The

postcard will be date stamped and returned to the commenter.

Regulatory Impact

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.

For the reasons discussed above, I certify that this action (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) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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 a new airworthiness directive (AD) to read as follows:

96-26-02 FLS Aerospace (LOVAUX) LTD.: Amendment 39-9865; Docket 96-CE-12-AD.

Applicability: OA7 Optica Series 300 Airplanes (serial numbers 020, 021, and 022), certificated in any category, that are equipped with a Hoffman fan, part number HO-E315/122EZ, and fan shaft extension.

Note 1: This AD applies to each airplane 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 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 (c) 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 prior to further flight after the effective date of this AD, unless already accomplished.

To prevent cracks from forming in the fan shaft extension flange and subsequent structural failure of this area because of counterbores with excessive depth, accomplish the following:

(a) Replace the fan shaft extension with one that incorporates Modification No. B2/MOD/047 in accordance with FL Aerospace Lovaux Modification Leaflet No. B2/MOD/047, dated August 31, 1994. This modification is referenced in FLS Aerospace Lovaux Mandatory Service Bulletin No. B2/MSB/006, Issue: 1, dated August 22, 1994.

(b) 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.

(c) 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, Europe, Africa, Middle East office, FAA, c/o American Embassy, 1000 Brussels, Belgium. The request should 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.

(d) The replacement required by this AD shall be done in accordance with FL Aerospace Lovaux Modification Leaflet No. B2/MOD/047, dated August 31, 1994. 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 FLS Aerospace (Lovaux) Ltd., Bournemouth International Airport, Christchurch, Dorset BH23 6NW, England. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment (39-9865) becomes effective on January 13, 1997.

Issued in Kansas City, Missouri, on December 16, 1996.

Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-32436 Filed 12-26-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-ANE-27; Amendment 39-9855; AD 96-25-12]

RIN 2120-AA64

Airworthiness Directives; Sundstrand T-62T-40C Series Auxiliary Power Units

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to Sundstrand T-62T-40C series auxiliary power units (APUs). This action requires removal from service of certain compressor wheels in accordance with a drawdown schedule, and replacement with serviceable parts, and establishes a new cyclic life limit for the existing compressor wheels. This amendment is prompted by reports of compressor wheel ruptures. The actions specified in this AD are intended to prevent compressor wheel rupture, which could result in an uncontained APU failure and damage to the aircraft.

DATES: Effective January 13, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 13, 1997.

Comments for inclusion in the Rules Docket must be received on or before February 25, 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. 96-ANE-27, 12 New England Executive Park, Burlington, MA 01803-5299.

The service information referenced in this AD may be obtained from Sundstrand Aerospace, 4400 Ruffin Rd., P.O. Box 85757, San Diego, CA 92186-5757; telephone (619) 627-6303, fax (619) 627-6473. 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:

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: The Federal Aviation Administration (FAA) has received three reports of compressor wheels, installed on Sundstrand T-62T-40C series auxiliary power units (APUs), that ruptured prior to the published cyclic life limit. Of the three ruptures, two were uncontained. The investigation revealed that the compressor wheels ruptured due to low cycle fatigue. This condition, if not corrected, could result in compressor wheel rupture, which could result in an uncontained APU failure and damage to the aircraft.

The FAA has reviewed and approved the technical contents of Sundstrand Aerospace Service Bulletin (SB) No. SB-T-62T-49-120, Revision 2, dated November 5, 1996, Revision 1, dated September 9, 1996, and Original, dated July 22, 1996, that describe procedures for removal from service of certain compressor wheels in accordance with a drawdown schedule, and replacement with new design serviceable parts, and establishes a new cyclic life limit for existing compressor wheels.

Since an unsafe condition has been identified that is likely to exist or develop on other APUs of the same type design, this AD is being issued to prevent compressor wheel rupture. This AD requires removal from service of certain compressor wheels in accordance with a drawdown schedule, and replacement with serviceable parts, and establishes a new cyclic life limit for existing compressor wheels. The actions are required to be accomplished in accordance with the SB 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