

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, 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:

Ad No. 96-04-08 Air Tractor Incorporated: Amendment 39-9520; Docket No. 95-CE-59-AD.

Applicability: Model AT-802 and AT-802A Airplanes (all serial numbers), certificated in any category:

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 upon the accumulation of 3,000 landings or within the next 25 landings after the effective date of this AD, whichever occurs later, unless already accomplished, and thereafter at intervals not to exceed 3,000 landings.

Note 2: If the number of landings is not known, calculate by multiplying three landings per one hour time-in-service (TIS).

To prevent possible failure of the main landing gear legs, which could result in loss of control of landing operations and possible loss of the airplane, accomplish the following:

(a) Replace the main landing gear legs, Air Tractor part number (P/N) 40091-2, in accordance with Air Tractor Service Bulletin (SB) 104A, dated July 29, 1995.

(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 initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Fort Worth Aircraft Certification Office, FAA, Aircraft Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth Aircraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth Aircraft Certification Office.

(d) The replacements required by this AD shall be done in accordance with Air Tractor Service Bulletin 104A, dated July 29, 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 Air Tractor Incorporated, P.O. Box 485, Olney, Texas 76374. 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., 7th Floor, suite 700, Washington, DC.

(e) This amendment (39-9520) becomes effective on April 12, 1996.

Issued in Kansas City, Missouri, on February 13, 1996.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-3886 Filed 2-22-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-30-AD; Amendment 39-9523; AD 96-04-11]

Airworthiness Directives; Boeing Model 757-200 Series Airplanes Equipped With Rolls Royce Model RB211-535E4/E4B 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 certain Boeing Model 757-200 series airplanes. This action requires a revision to the Airplane Flight Manual to ensure that the flightcrew activates the engine cowl thermal anti-ice (CTAI) system for both engines at the top of descent to avoid engine rundown (loss of engine power). This amendment is prompted by reports

that, after the flightcrew activated the engine CTAI during descent, engine rundown occurred due to unknown reasons. The actions specified in this AD are intended to ensure that the flightcrew activates the engine cowl thermal anti-ice system for both engines prior to descent; activation of the engine CTAI system in the middle of descent could result in a compressor stall and subsequent engine rundown of multiple engines.

DATES: Effective March 11, 1996.

Comments for inclusion in the Rules Docket must be received on or before April 23, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-30-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Information concerning this amendment may be obtained from or examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Nancy Hanowski, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington; telephone (206) 227-2684; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: The FAA has received at least seven reports of engine rundown (loss of engine power) on Boeing Model 757-200 series airplanes equipped with Rolls Royce Model RB211-535E4/E4B engines. These incidents occurred while the airplanes were in flight, at an altitude between 24,000 and 29,000 feet.

In four of the seven incidents, dual engine events occurred in which one of the engines stalled and "recovered" to produce usable thrust; the other engine stalled, ran down to sub-idle power, and was subsequently shutdown.

In six of the seven incidents, the flightcrew activated the engine cowl thermal anti-ice system (CTAI) for both engines during the middle of the descent, which resulted in either single or dual engine compressor stalls and subsequent engine rundowns.

In the seventh incident, the flightcrew increased engine power from a minimum flight idle to a slightly higher power when both engines stalled; one of the engines returned to normal thrust level, and the other engine ran down to sub-idle power.

The cause of these engine rundown incidents has not been conclusively proven. However, ice accumulation on the engine is one possible cause that is

being investigated. Rolls Royce (the manufacturer of the subject engines) is continuing to conduct tests and evaluations to determine the exact cause of engine rundowns.

FAA's Considerations

Data gathered from the reported incidents have led the FAA to consider that activation of the engine CTAI system for both engines during the middle of descent may result in a compressor stall and subsequent loss of multiple engine power. Operation of the engine at a higher idle thrust level, from the beginning of the descent, will increase the compressor stall margin and, thus, reduce the risk of compressor stall. A higher idle thrust level also will increase the airflow through the compressor and, thus, reduce the susceptibility of the compressor to rain and icing. Activation of the engine CTAI system at the beginning of descent has the effect of increasing the idle thrust level.

Based on this, the FAA finds that, prior to idle descent above flight level (FL) 200 (20,000 feet), activation of the engine CTAI system for both engines is necessary in order to operate the engine at a higher idle thrust level. This action will reduce the risk of engine stall and rundown during idle descent.

In addition, the FAA finds that, below FL 200, operation of the engine at low idle thrust level using normal engine CTAI system procedures will maintain the necessary icing protection for the engine and will provide adequate stall protection.

Explanation of the Requirements of the AD

Since an unsafe condition has been identified that is likely to exist or develop on other Boeing Model 757-200 series airplanes, equipped with Rolls Royce Model RB211-535E4/E4B engines, of the same type design, this AD is being issued to ensure that the flightcrew activates the engine cowl thermal anti-ice system for both engines prior to descents above flight level (FL) 200. This AD requires revising the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include information instructing the flightcrew to activate the engine cowl thermal anti-ice system for both engines prior to descent. The AFM limitation procedures will reduce the risk of a variety of suspected causes for engine rundown.

This AD action is considered to be interim action. Rolls Royce has advised the FAA that it currently is developing a modification that will positively address the unsafe condition addressed

by this AD for the various suspect causes. Once this modification is developed, approved, and available, the FAA may consider additional rulemaking.

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 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 Number 96-NM-30-AD." 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 that it 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, 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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

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

96-04-11 Boeing: Amendment 39-9523. Docket 96-NM-30-AD.

Applicability: Model 757-200 series airplanes, equipped with Rolls Royce Model RB211-535E4/E4B engines; certificated in any category.

Compliance: Required as indicated, unless accomplished previously. To reduce the risk of engine rundown during idle descents, accomplish the following:

(a) Within 30 days after the effective date of this AD, revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following statement. This may be accomplished by inserting a copy of this AD in the AFM.

"Limitations Section 1

In order to reduce the risk of engine rundown during idle descents, activate the engine cowl thermal anti-ice system for both engines prior to idle descents above flight level (FL) 200. Below FL 200, use normal engine cowl thermal anti-ice system procedures (as defined in the AFM).

Note: The Master Minimum Equipment List (M MEL) for Model 757 series airplanes currently specifies that an airplane may be dispatched with an engine anti-ice valve locked in the closed position. The requirement of this section to activate the engine cowl thermal anti-ice system prior to descent will prevent the dispatch of airplanes with an engine anti-ice valve locked in the closed or open position. Where differences exist between the current specification of the M MEL and the requirements of this AFM limitation, the AFM limitation prevails."

(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, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Operations Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 1: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

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

(d) This amendment becomes effective on March 11, 1996.

Issued in Renton, Washington, on February 15, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-3950 Filed 2-22-96; 8:45 am]

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14 CFR Part 39

[Docket No. 95-CE-16-AD; Amendment 39-9524; AD 96-04-12]

Airworthiness Directives; Glaser-Dirks Flugzeugbau GmbH DG-500M Sailplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Glaser-Dirks Flugzeugbau GmbH (Glaser-Dirks) DG-500M sailplanes. This action requires replacing the airbrake control hook-up shaft with a part of improved design. Reports of cracks in the welding of the lever to the torsion tube of the airbrake control prompted this action. The actions specified in this AD are intended to prevent an unintended extension of the airbrakes caused by failure of the lever to the torsion tube of the airbrake control, which could result

in flutter, excessive rate of descent, and loss of control of the sailplane.

DATES: Effective March 29, 1996.

Comments for inclusion in the Rules Docket must be received on or before April 19, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 95-CE-16-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from Glaser-Dirks Flugzeugbau GmbH, Im Schollengarten 19-20, D-78646 Buchsal-UnterGrombach 4, Germany. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-16-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. Herman Belderok, Project Officer, Sailplanes, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6932; facsimile (816) 426-2169.

SUPPLEMENTARY INFORMATION: The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for Germany, recently notified the FAA that an unsafe condition may exist on certain Glaser-Dirks DG-500M sailplanes. The LBA reports cracks in the welding of the lever to the torsion tube of the airbrake control. In one instance, the airbrake control failed, resulting in an unintended airbrake extension. If not detected and corrected, a cracked lever to the torsion tube of the airbrake control could result in an unintended extension of the airbrakes with subsequent possible flutter, excessive rate of descent, and loss of control of the sailplane.

Glaser-Dirks Technical Note (TN) No. 843/3-2, dated October 28, 1992, contains information about replacing the airbrake control hook-up shaft (part number 5 St 57) on DG-500M sailplanes with an airbrake control hook-up shaft of improved design (part number 5 St 57 change b). The LBA classified this technical note as mandatory and issued LBA AD 92-358, dated October 30, 1992, in order to assure the continued airworthiness of these sailplanes in Germany.

This sailplane model is manufactured in Germany 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 LBA has kept the FAA informed of the situation described. The FAA has examined the findings of the LBA, 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 Glaser-Dirks DG-500M sailplanes of the same type design registered in the United States, this AD requires replacing the airbrake control hook-up shaft (part number 5 St 57) with an airbrake control hook-up shaft of improved design (part number 5 St 57 change b). Accomplishment of the replacement is in accordance with the applicable maintenance or service manual. Improved design airbrake control hook-up shafts may be obtained from Glaser-Dirks on an exchange basis.

None of the DG-500M sailplanes affected by this action are on the U.S. Register. All sailplanes 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 sailplanes are imported and placed on the U.S. Register.

Should an affected sailplane be imported and placed on the U.S. Register, accomplishment of the required replacement and inspection would take approximately 8 workhours at an average labor charge of \$60 per workhour. Parts are provided by Glaser-Dirks at no cost on an exchange basis. Based on these figures, the total cost impact of this AD would be \$480 per sailplane that would become registered in the United States.

Since this AD action does not affect any sailplane 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