

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-276-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.

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 U.S.C. 106(g), 40113, 44701.

#### § 39.13 [Amended]

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

96-26-51 Boeing: Amendment 39-9876.  
Docket 96-NM-276-AD.

*Applicability:* Model 747 series airplanes powered by Rolls Royce Model RB211 series engines, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 (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 detect and correct cracking of the aft torque bulkhead, which could result in failure of a pylon and consequent separation of the engine from the wing, accomplish the following:

(a) Prior to the accumulation of 12,000 total flight cycles, or within 10 days after the effective date of this AD, whichever occurs later, gain access to the aft torque bulkhead at each of the four engine pylons through the aft fairing doors. Prior to further flight after gaining access, accomplish paragraphs (a)(1) and (a)(2) of this AD.

(1) Perform a one-time detailed visual inspection to detect cracks and corrosion of the external surface of the lower half of the aft torque bulkhead at all four engine pylons. Pay particular attention to the area near the diagonal brace fitting.

(2) Perform a one-time detailed visual inspection to detect cracks and corrosion of the external surface of the inboard and outboard side skin for a distance of 36 inches forward of the plane of the aft torque bulkhead at all four engine pylons.

(b) If any crack or corrosion is detected during any inspection required by this AD, prior to further flight, repair the cracked/corroded pylon in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(c) Within 10 days after accomplishing the inspections required by paragraphs (a)(1) and (a)(2) of this AD, submit a report of any findings to the Manager, Seattle ACO, FAA,

Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056, fax (206) 227-1181; and to the appropriate FAA Principal Maintenance Inspector. The report shall include the items specified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB control number 2120-0056.

(1) Airplane serial number;  
(2) Total number of landings accumulated; and

(3) Location, size, and orientation of each crack.

(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 ACO. 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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(e) This amendment becomes effective on January 13, 1997, to all persons except those persons to whom it was made immediately effective by telegraphic AD T96-26-51, issued on December 13, 1996, which contained the requirements of this amendment.

Issued in Renton, Washington, on December 31, 1996.

S.R. Miller,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 97-255 Filed 1-7-97; 8:45 am]

BILLING CODE 4910-13-U

### 14 CFR Part 39

[Docket No. 96-ANE-06; Amendment 39-9864; AD 96-26-01]

RIN 2120-AA64

### Airworthiness Directives; General Electric Aircraft Engines CT7 Series Turboprop Engines

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to General Electric Aircraft Engines (GE) CT7 series turboprop engines, that requires replacement of the gas generator turbine stage 2 forward cooling plates prior to the published cyclic life limits. The AD also defines the new, reduced cyclic life limits for the affected forward cooling plates. This amendment is prompted by reports of gas generator turbine stage 2 forward

cooling plate failures. The actions specified by this AD are intended to prevent gas generator turbine stage 2 forward cooling plate failure, which could result in an uncontained engine failure.

**DATES:** Effective March 10, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 10, 1997.

**ADDRESSES:** The service information referenced in this AD may be obtained from GE Aircraft Engines, 1000 Western Ave., Lynn, MA 01910; telephone (617) 594-3140, fax (617) 594-4805. This information may be examined at the Federal Aviation Administration (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:** Dave Keenan, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7139, fax (617) 238-7199.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to General Electric Aircraft Engines (GE) CT7 series turboprop engines was published in the Federal Register on September 17, 1996 (61 FR 48866). That action proposed to require replacement of the gas generator turbine stage 2 forward cooling plate within 30 days after the effective date of the AD, or prior to reaching the new, reduced cyclic life limits listed in the Accomplishment Instructions of GE Aircraft Engines (CT7-TP Series) SB A72-381, dated January 17, 1996, whichever occurs later.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public.

The FAA has determined that an additional paragraph (e) is necessary to fully implement the new life limits for gas generator turbine (GGT) stage 2 forward cooling plates, Part Number (P/N) 6064T10P01 and P/N 5086T91P02. The FAA has determined that air safety and the public interest require the adoption of the rule with this change, and that this change will neither increase the economic burden on any

operator nor increase the scope of the AD.

There are approximately 1,100 engines of the affected design in the worldwide fleet. The FAA estimates that 500 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 8 work hours per engine to accomplish the required actions, and that the average labor rate is \$60 per work hour. Parts will be supplied by the manufacturer to operators under GE's Engine Care Maintenance Plan (ECMP). At this time, all operators fall under the ECMP. Based on these figures, the total cost impact of the AD of U.S. operators is estimated to be \$240,000.

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 the following new airworthiness directive:

96-26-01 General Electric Aircraft Engines: Amendment 39-9864. Docket 96-ANE-06.

**Applicability:** General Electric Aircraft Engines (GE) Models CT7-5A2, -7A, -9B, and -9C turboprop engines, with gas generator turbine (GGT) stage 2 forward cooling plates, Part Number (P/N) 6064T10P01 and P/N 5086T91P02, installed. These engines are installed on but not limited to Construcciones Aeronauticas, SA (CASA) CN-235 series and SAAB-SCANIA SF340 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 (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair of 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 GGT stage 2 forward cooling plate failure, which could result in an uncontained engine failure, accomplish the following:

(a) Within 30 days after the effective date of this AD, or prior to reaching the new, reduced cyclic life limits listed in the Accomplishment Instructions of GE Aircraft Engines (CT7-TP Series) Service Bulletin (SB) A72-381, dated January 17, 1996, whichever occurs later, remove from service GGT stage 2 forward cooling plates, and replace with a serviceable part, which is defined as a GGT stage 2 forward cooling plate that has less than the new, reduced cyclic limits on the effective date of this AD, as defined in that SB.

(b) This action establishes the following new, reduced cyclic life limits for affected GGT stage 2 forward cooling plates:

(1) 8,000 cycles since new (CSN) for GGT stage 2 forward cooling plates, P/N 6064T10P01, identified by serial numbers listed in Tables 1 and 2 of GE Aircraft Engines (CT7-TP Series) SB No. A72-381, dated January 17, 1996, for GE CT7-5A2, -7A, -9B, and -9C engine models.

(2) 12,000 CSN for GGT stage 2 forward cooling plates, P/N 6064T10P01 (not listed in (1) above), and P/N 5086T91P02, for GE CT7-5A2 and -7A engine models.

(3) 9,000 CSN for GGT stage 2 forward cooling plates, P/N 6064T10P01 (not listed in (1) above), and P/N 5086T91P02, for GE CT7-9B/-9C engine models.

(c) 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.

(d) 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.

(e) Thereafter, except as provided in paragraphs (c) and (d) of this AD, no alternative replacement times may be approved for GGT stage 2 forward cooling plates, P/N 6064T10P01, and P/N 5086T91P02.

(f) The actions required by this AD shall be done in accordance with the following GE Aircraft Engines (CT7-TP Series) SB:

Document No	Pages	Date
A72-381 .....	1-13	Jan. 17, 1996.
Total Pages: 13.		

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 GE Aircraft Engines, 1000 Western Ave., Lynn, MA 01910; telephone (617) 594-3140, fax (617) 594-4805. 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 becomes effective on March 10, 1997.

Issued in Burlington, Massachusetts, on December 16, 1996.

Jay J. Pardee,

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

[FR Doc. 97-474 Filed 1-7-97; 8:45am]

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#### 14 CFR Part 39

[Docket No. 95-ANE-66; Amendment 39-9863; AD 96-25-20]

RIN 2120-AA64

#### **Airworthiness Directives; Hamilton Standard 14RF and 14SF Series, and Hamilton Standard/British Aerospace Model 6/5500/F Propellers**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to Hamilton Standard 14RF

and 14SF series, and Hamilton Standard/British Aerospace Model 6/5500/F propellers, that requires initial and repetitive inspections of critical control components, and removal and replacement with serviceable parts those critical control components that do not meet the return to service criteria. This amendment is prompted by failure modes effects analysis (FMEA), certification test data, engineering analysis, and repair actions performed at overhaul depots. The actions specified by this AD are intended to prevent loss of propeller control due to failure of critical control components, which could result in loss of control of the aircraft.

**DATES:** Effective February 7, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 7, 1997.

**ADDRESSES:** The service information referenced in this AD may be obtained from Publication Distribution, Hamilton Standard, One Hamilton Road, Windsor Locks, CT 06096-1010; fax (860) 654-6906. This information may be examined at the Federal Aviation Administration (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:** Frank Walsh, Aerospace Engineer, Boston Aircraft Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7158, fax (617) 238-7199.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to Hamilton Standard Models 14RF-9, 14RF-19, 14RF-21; 14SF-5, 14SF-7, 14SF-11, 14SF-11L, 14SF-15, 14SF-17, 14SF-19, 14SF-23; and Hamilton Standard/British Aerospace 6/5500/F propellers was published in the Federal Register on December 13, 1995 (60 FR 63988). That action proposed to require initial and repetitive inspections of critical aspects of the transfer tube assembly, actuator assembly, and propeller control unit (PCU) for wear. This AD would also require, prior to further flight, removing and replacing with serviceable parts those critical components that do not meet the return to service criteria.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due

consideration has been given to the comments received.

Three commenters state that the initial AD inspection interval for the transfer tube should be 10,500 hours time in service (TIS) as noted in the appropriate Hamilton Standard Service Bulletin (SB) and supported by the manufacturers wear data. The commenters also indicated that the time interval of 10,500 hours TIS is significant since it coincides with the Major Inspection Interval (MII) that many operators adhere to on certain propeller installations. In addition, the commenters requested that credit be given to MII inspections that have been done recently that meet the inspection requirements of the appropriate SBs.

The FAA concurs in part. Although the wear data supports an inspection interval by more than 3 times the 10,500 hour TIS interval, the FAA has determined that the initial inspection should be accomplished within 6,000 hours TIS, or 3 years, whichever occurs first, after the effective date of this AD. The initial inspection compliance time was selected because the transfer tubes have not been time tracked. The 6,000 hours TIS initial inspection compliance time will result in all transfer tubes to be inspected within a time interval supported by the wear data. Also, credit cannot be given to components inspected during the MII unless the components were inspected in accordance with the appropriate critical parts inspection SBs. The FAA intends to give credit for critical parts inspections performed in accordance with the appropriate SBs that have already been performed within the 10,500 hours TIS interval.

The initial inspection also coincides with the installation of the new major alteration feature, Secondary Drive Quill (SDQ) that is mandated by AD 95-22-12 to be completed prior to June 30, 1998. This coordination effort will give a smooth phase-in of all requirements with a minimal impact on record keeping and operational commitments. To conclude, the FAA has determined that an initial inspection within 6,000 hours TIS, or 3 years whichever occurs first, after the effective date of this AD will safely introduce the transfer tube into a repetitive inspection at 10,500 hours TIS intervals thereafter.

Two commenters state that at present there is no tracking of time in service for these components and that tracking will be unduly burdensome. The FAA concurs that there is no current requirement to track component time in service, but disagrees that adding the requirement to track time would be unduly burdensome since time tracking