

Appendix B to Part 304—[Removed]

8. Appendix B to part 304 is removed.

By Order of the Board of Directors.

Dated at Washington, D.C., this 21st day of January, 1997.

Federal Deposit Insurance Corporation.

Jerry L. Langley,

Executive Secretary.

[FR Doc. 97-2530 Filed 1-31-97; 8:45 am]

BILLING CODE 6714-01-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 96-ANE-09; Amendment 39-9897; AD 97-02-12]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce plc RB211-535E4 and -535E4-B Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Rolls-Royce plc RB211-535E4 and -535E4-B series turbofan engines, that requires installation of an improved fuel flow governor that incorporates revised minimum compressor discharge P4 stop settings. This amendment is prompted by reports of engine rundowns during low idle descent during icing conditions. The actions specified by this AD are intended to prevent compressor stall and subsequent engine rundown on one or both engines.

DATES: Effective April 4, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 4, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from Rolls-Royce plc, P.O. Box 31, Moor Lane, Derby, DE248BJ, United Kingdom; telephone 1332-249428, fax 1332-249423. 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: Daniel Kerman, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New

England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7130, 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 Rolls-Royce plc (R-R) RB211-535 series turbofan engines was published in the Federal Register on June 12, 1996 (61 FR 29697). That action proposed to require installation of an improved Fuel Flow Governor (FFG) that incorporate revised minimum compressor discharge P4 stop settings. This revised setting will raise the steady state low idle schedule above the idle conditions experienced during any of the prior engine rundown events. This schedule increase will result in a substantial increase in Intermediate Pressure Compressor (IPC) stall margin, a moderate increase in High Pressure Compressor (HPC) stall margin, as well as provide the additional benefit of increased ice accretion tolerance due to increased compressor airflow and increased rotor speed. This action must be accomplished within 9 calendar months after the effective date of this AD. The FAA has determined the calendar end-date based on the time interval required for fleet modification. The actions would be required to be accomplished in accordance with R-R Mandatory (SB) No. RB.211-73-B869, Revision 1, dated May 24, 1996.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

One commenter states that the proposed AD should be modified to eliminate the shop visit requirement and to impose a calendar end-date for compliance with the proposed FFG modification. The FAA concurs, and has revised this final rule to delete the shop visit requirement. The FAA has determined that the shop visit requirement is not necessary and that a calendar end-date will assure an adequate level of safety.

One commenter states that the compliance period for the proposed AD should be extended from 9 months to one year. The commenter bases this request on the fact that there are limited facilities available to modify the FFG. The FAA does not concur. The manufacturer has established sufficient inventory and facility capability to implement the modification program within 9 months after the effective date of the final rule AD. The FAA also notes that the burden on the current inventory and facilities will be minimized because

a large population of operators have already voluntarily complied with the proposed FFG modification.

One commenter states that the modification of the FFG, as required by the proposed AD, on one engine for each aircraft, should be sufficient for terminating action to AD 96-04-11, which required selecting anti-ice prior to initiating descent. The FAA does not concur. The FAA is concerned that under the circumstances in which a rundown occurs, there could be excessive crew workload, and that this increased workload could lead to potentially inappropriate actions by the flight crew. The FAA has determined that the interests of the flying public are best served by requiring the proposed FFG modification on both engines to preclude this excessive crew workload.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

There are approximately 770 engines of the affected design in the worldwide fleet. The FAA estimates that 381 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 3 work hours per engine to accomplish the required actions, and that the average labor rate is \$60 per work hour. The affected FFGs will be modified to incorporate the changes required by this AD on a free-of-charge basis per engine. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$68,580.

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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

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

97-02-12 Rolls-Royce plc: Amendment 39-9897. Docket 96-ANE-09.

Applicability: Rolls-Royce plc. (R-R) Models RB211-535E4 and -535E4-B turbofan engines installed on Boeing 757-200 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 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 compressor stall and subsequent engine rundown on one or both engines, accomplish the following:

(a) No later than 9 calendar months after the effective date of this AD, install a fuel flow governor (FFG) that incorporates a revised minimum compressor discharge P4 stop setting, in accordance with R-R Mandatory Service Bulletin (SB) No. RB.211-73-B869, Revision 1, dated May 24, 1996.

(b) Installation of improved FFGs on both engines for each Boeing 757 aircraft in accordance with paragraph (a) of this AD constitutes terminating action to the requirements of AD 96-04-11.

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

Document No.	Pages	Revision	Date
RB.211-73-B869.	1-4	1	May 24, 1996.
	5-9	Original	February 12, 1996.
Supplement ...	1	Original	February 12, 1996.

Total Pages: 10.

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 Rolls-Royce plc, P.O. Box 31, Moor Lane, Derby, DE248BJ, United Kingdom; telephone 1332-249428, fax 1332-249423. 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.

(f) This amendment becomes effective on April 4, 1997.

Issued in Burlington, Massachusetts, on January 13, 1997.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 97-1701 Filed 1-31-97; 8:45 am]

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14 CFR Part 39

[Docket No. 94-ANE-49; Amendment 39-9898; AD 97-02-13]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney JFTD12A Series and T73 Series Turboshaft Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Pratt & Whitney JFTD12A series and T73 series turboshaft engines, that requires initial and repetitive fluorescent penetrant inspections (FPI) of compressor hubs, disks, spacers, and bolted on (rotating) airseals for cracks, and replacement, if necessary, with serviceable parts. This amendment is prompted by reports of extensive compressor rotor part cracking. The actions specified by this AD are intended to prevent disk rupture, an uncontained engine failure, and possible damage to the aircraft.

DATES: Effective April 4, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 4, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from Pratt & Whitney, Publications Department, Supervisor Technical Publications Distribution, M/S 132-30, 400 Main St., East Hartford, CT 06108; telephone (860) 565-7700, fax (860) 565-4503. 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: Barbara Caufield, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7146, 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 Pratt & Whitney (PW) JFTD12A series and T73 series turboshaft engines was published in the Federal Register on October 20, 1995 (60 FR 54203). That action proposed to require initial and repetitive fluorescent penetrant inspections (FPI) of compressor hubs, disks, spacers, and bolted on (rotating) airseals for cracks, and replacement, if necessary, with serviceable parts, in accordance with PW Alert Service Bulletin (ASB) No. 5856, Revision 1, dated December 13, 1991.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.