

Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

NATIONAL CREDIT UNION ADMINISTRATION

12 CFR Part 703

Investment and Deposit Activities

AGENCY: National Credit Union Administration (NCUA).

ACTION: Proposed rule; Extension of comment period.

SUMMARY: On November 29, 1995 (60 FR 61219), the National Credit Union Administration (NCUA) published for public comment a proposed rule regarding investment and deposit activities for credit unions. The comment period for this proposed rule was to have expired on March 28, 1996. The original comment period was extended to June 26, 1996 (61 FR 8499). A national trade association has requested an additional extension in which to respond in order to review the proposed rule concurrently with the proposed rule governing corporate credit unions which was issued by the NCUA Board on May 22, 1996 with a 90-day comment period. To encourage additional comments, the NCUA Board has decided to extend the comment period on the proposed rule. The extended comment period now expires September 30, 1996.

DATES: The comment period has been extended and now expires September 30, 1996. Comments must be received on or before September 30, 1996.

ADDRESSES: Comments should be directed to Becky Baker, Secretary of the Board. Mail or hand-deliver comments to: National Credit Union Administration Board, 1775 Duke Street, Alexandria, Virginia 22314-3428. Fax comments to (703) 518-6480. Please send comments by one method only.

FOR FURTHER INFORMATION CONTACT: David M. Marquis, Director, Office of Examination and Insurance, (703) 518-6360, or Daniel Gordon, Senior Investment Officer, (703) 518-6620, or at the above address.

By the National Credit Union Administration Board on June 3, 1996.

Becky Baker,

Secretary of the Board.

[FR Doc. 96-14919 Filed 6-11-96; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-ANE-09]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce plc RB211-535E4 and -535E4-B 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 RB211-535E4 and -535E4-B series turbofan engines. This proposal would require installation of an improved fuel flow governor that incorporates revised minimum compressor discharge P4 stop settings. This proposal is prompted by reports of engine rundowns during low idle descent during icing conditions. The actions specified by the proposed AD are intended to prevent compressor stall and subsequent engine rundown on one or both engines.

DATES: Comments must be received by August 12, 1996.

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-09, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be submitted to the Rules Docket by using the following Internet address: "epd-adcomments@mail.hq.faa.gov". 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 plc, P.O. Box 31, Moor Lane, Derby, DE248BJ, United Kingdom;

telephone 1332-249428, fax 1332-249423. 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: 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:

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 96-ANE-09." 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. 96-ANE-09, 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) RB211-535 series turbofan engines. The CAA advises that they have reports of seven engine rundown events on the R-R RB211-535E4 and -535E4-B engines installed on Boeing 757-200 series aircraft since January 1992. All of the events occurred within a narrow band of altitude between 25,000 and 29,000 feet. In four of the seven events, the second engine installed on the aircraft surged and recovered. In six of the seven events, the engine rundowns occurred approximately 3 to 5 seconds following selection of inlet cowl anti-ice during the descent phase of flight. Selection of cowl inlet anti-ice results in an engine acceleration from low idle to high idle thrust, which can cause liberation of accreted ice within the engine core. In one event, the rundown occurred following an auto-throttle initiated acceleration.

Rolls-Royce plc has performed extensive analysis and testing and has concluded that the engine rundown is due to the following: (1) Ice accretion at the inlet to the Intermediate Pressure Compressor (IPC) induces a rotating compressor stall during descent, which leads to a High Pressure Compressor (HPC) surge on acceleration; and (2) Ice accretion at the inlet to the IPC during descent is released into the core engine, which in turn causes an HPC surge. This condition, if not corrected, could result in compressor stall and subsequent engine rundown on one or both engines.

The manufacturer has determined that the proposed solution for preventing engine rundown is to raise the minimum compressor discharge P4 stop setting in the fuel flow governor (FFG), which will increase the low idle schedule above the engine idle conditions experienced during all of the prior engine rundown events. This schedule increase will result in a substantial increase in IPC stall margin, a moderate increase in HPC stall margin, as well as provide the additional benefit of increased ice accretion tolerance due to increased compressor airflow.

Rolls-Royce plc has issued Mandatory (SB) No. RB.211-73-B869, Revision 1, dated May 24, 1996, that specifies installation of an improved FFG, which incorporates an increased minimum compressor discharge pressure P4 stop setting, which will result in increased engine idle speeds.

The FAA Transport Airplane Directorate issued AD 96-04-11, Amendment 39-9523, (61 FR 6935, February 23, 1996) applicable to Boeing 757-200 series airplanes equipped with R-R Model RB211-535E4 and -535E4-B engines, that requires revision of the limitations section of the FAA-approved Airplane Flight Manual (AFM) to require the flight crew to activate engine inlet cowl thermal anti-ice systems on both engines prior to descent. Installation of the improved FFG on both engines for each aircraft would constitute terminating action to the AFM revision requirements of AD 96-04-11.

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 installation of improved FFGs 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 IPC stall margin, a moderate increase in HPC stall margin, as well as provide the additional benefit of increased ice accretion tolerance due to increased compressor airflow. This proposed action must be accomplished at the next shop visit, or within 9 calendar months after the effective date of this AD, whichever occurs first. 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 SB described previously.

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 would be affected by this proposed AD, that it would take approximately 3 work hours per engine

to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. The affected FFGs would be modified to incorporate the changes required by this proposed AD on a free-of-charge basis per engine. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$68,580.

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. 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: 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 use the authority provided in paragraph (d) to request approval from the Federal Aviation Administration (FAA). This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent compressor stall and subsequent engine rundown on one or both engines, accomplish the following:

(a) At the next shop visit, but 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 FFG's 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) For the purpose of this AD, a shop visit is defined as removal of the engine from the aircraft for maintenance.

(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: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

Issued in Burlington, Massachusetts, on May 22, 1996.

Robert E. Guyotte,

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

[FR Doc. 96-14866 Filed 6-11-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 96-ANM-012]

Proposed Establishment of Class E Airspace; Grants Pass, Oregon.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Proposed Rulemaking (NPRM).

SUMMARY: This proposed rule would establish the Grants Pass, Oregon, Class E airspace to accommodate a new Global Positioning System (GPS) standard instrument approach procedure (SIAP) to the Grants Pass Airport. The area would be depicted on aeronautical charts for pilot reference.

DATES: Comments must be received on or before July 19, 1996.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Operations Branch ANM-530, Federal Aviation Administration, Docket No. 96-ANM-012, 1601 Lind Avenue S.W., Renton, Washington 98055-4056.

The official docket may be examined at the same address.

An informal docket may also be examined during normal business hours at the address listed above.

FOR FURTHER INFORMATION CONTACT:

James Frala, ANM-532.4, Federal Aviation Administration, Docket No. 96-ANM-012, 1601 Lind Avenue S.W., Renton, Washington 98055-4056; telephone number: (206) 227-2535.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy related aspects of the proposal.

Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 96-ANM-012." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available for examination at the address listed above both before and after the closing

date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM's

Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Operations Branch, ANM-530, 1601 Lind Avenue S.W., Renton, Washington 98055-4056. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A, which describes the application procedure.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class E airspace at Grants Pass, Oregon, to accommodate a new GPS SIAP at Grants Pass Airport. The area would be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in Paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (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) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).