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:

McDonnell Douglas: Docket 96–NM–99–AD.

Applicability: Model DC–9, Model DC–9–80 and C–9 (military) series airplanes, and Model MD–88 airplanes; as listed in McDonnell Douglas Service Bulletin DC9–27–300, Revision 02, dated June 29, 1995; 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 (b) 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 fuel leakage and reduced structural integrity of the wings due to puncturing of the wings by a failed piston of the outboard flight spoiler actuator, accomplish the following:

(a) Prior to the accumulation of 5,000 landings after the effective date of this AD, accomplish the actions specified in either paragraph (a)(1) or (a)(2) of this AD, in accordance with McDonnell Douglas Service Bulletin DC9–27–300, Revision 02, dated June 29, 1995.

Note 2: Installation of McDonnell Douglas flight spoiler actuator assembly, part number (P/N) 5915900–5525, on the right and left wings prior to the effective date of this AD is considered acceptable for compliance with the requirements of this paragraph.

(1) Install external protective doublers between the outboard flight spoiler actuators and the aft spar webs of the left and right wings; or

(2) Replace the pistons of the outboard flight spoiler actuators on the left and right wings with improved pistons,

(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, Los Angeles 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, Los Angeles ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles 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.

Issued in Renton, Washington, on September 10, 1996.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–23709 Filed 9–16–96; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 96–ANE–06]

RIN 2120–AA64

Airworthiness Directives; General Electric Aircraft Engines CT7 Series Turboprop 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 General Electric Aircraft Engines (GE) CT7 series turboprop engines. This proposal would require replacement of the gas generator turbine stage 2 forward cooling plates prior to the published cyclic life limits. The proposal also defines the new, reduced cyclic life limits for the affected forward cooling plates. This proposal is prompted by reports of gas generator turbine stage 2 forward cooling plate failures. The actions specified by the proposed AD are intended to prevent gas generator turbine stage 2 forward cooling plate failure, which could result in an uncontained engine failure.

DATES: Comments must be received by October 17, 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–06, 12 New England Executive Park, Burlington, MA 01803–5299. 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 GE Aircraft Engines, 1000 Western Ave., Lynn, MA 01910; telephone (617) 594–3140, fax (617) 594–4805. 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: 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:

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–06.'' 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–06, 12 New England Executive Park, Burlington, MA 01803–5299.

Discussion

The Federal Aviation Administration (FAA) has received reports of gas generator turbine stage 2 forward cooling plate failures on General Electric Aircraft Engines (GE) CT7 series turboprop engines. In one incident the gas generator turbine stage 2 forward

cooling plate failure caused an engine uncontainment. The investigation revealed that the failures were caused by low cycle fatigue (LCF) of the gas generator turbine stage 2 forward cooling plate. In addition, the investigation revealed that the cooling plates can be exposed to higher temperatures if certain combinations of clearances, leakage, ambient conditions, and/or engine conditions exist, in which case the cooling plates can be subjected to the combined effects of creep and LCF. This condition, if not corrected, could result in gas generator turbine stage 2 forward cooling plate failure, which could result in an uncontained engine failure.

The FAA has reviewed and approved the technical contents of GE Aircraft Engines (CT7–TP Series) Service Bulletin (SB) A72–381, dated January 17, 1996, that describes procedures for replacement of affected gas generator turbine stage 2 forward cooling plates and defines new, reduced cyclic life limits.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require replacement of the gas generator turbine stage 2 forward cooling plate 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) SB A72–381, dated January 17, 1996, whichever occurs later. This compliance end-date was determined based on risk analysis methodology. The actions would be required to be accomplished in accordance with the SB described previously.

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 would be affected by this proposed AD, that it would take approximately 8 work hours per engine to accomplish the proposed 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 proposed AD on U.S. operators is estimated to be $240,000.

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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

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

General Electric Aircraft Engines: Docket No. 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 6086T91P02, installed. These engines are installed on but not limited to Construcciones Aeronauticas, SA (CASA) CN–235 series and SAAB–SCANIA SF340 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 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 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: 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.

Issued in Burlington, Massachusetts, on September 10, 1996.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96–23755 Filed 9–16–96; 8:45 am]

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