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

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

The FAA estimates that 1 CASA Model CN–235 series airplane of U.S. registry will be affected by this AD, that it will take approximately 12 work hours per airplane to accomplish the required actions, and that the average labor rate is $60 per work hour. Required parts will cost approximately $1,485 per airplane. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be $2,205 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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.

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:

97–07–13 Construcciones Aeronauticas, S.A. (CASA): Amendment 39–9987. Docket 96-NM–127-AD.

Applicability: Model CN–235 series airplanes; as listed in CASA Service Bulletin SB–235–53–21M, Revision 1, dated November 21, 1994 (military airplanes), and CASA Service Bulletin SB–235–53–21, Revision 3, dated November 30, 1994 (non-military airplanes); 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 fatigue from causing the center wing attachment rods to fail, which consequently could reduce the structural integrity of the wing-to-fuselage attachment, accomplish the following:

(a) Prior to the accumulation of 16,000 total landings, replace center wing attachment rods having CASA part number (P/N) 35–22058–0003 or 35–22067–0001 with new rods having CASA P/N 35–22067–0003, in accordance with CASA Service Bulletin SB–235–53–21M, Revision 1, dated November 21, 1994 (for military airplanes); or CASA Service Bulletin SB–235–53–21, Revision 3, dated November 30, 1994 (for non-military airplanes); as applicable.

(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, Standardization Branch, ANM–113, 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, Standardization Branch, ANM–113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(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) The replacement shall be done in accordance with CASA Service Bulletin SB–235–53–21M, Revision 1, dated November 21, 1994; or CASA Service Bulletin SB–235–53–21, Revision 3, dated November 30, 1994; as applicable. 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 Construcciones Aeronauticas, S.A., Getafe, Madrid, Spain. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on May 12, 1997.

Issued in Renton, Washington, on March 27, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–8423 Filed 4–4–97; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95–ANE–56; Amendment 39–9978; AD 97–07–04]

RIN 2120–AA64

Airworthiness Directives; Rolls-Royce plc RB.211–524 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 RB.211–524 series turbofan engines, that requires initial and repetitive borescope inspections of the head section and meterpanel assembly of the combustion liner, and replacement, if necessary, with serviceable parts. In addition, this AD allows an optional installation of a front combustion liner with a strengthened head section as a terminating action to the inspection

requirements. This amendment is prompted by reports of engine fires due to premature engine combustor distress. The actions specified by this AD are intended to prevent engine combustor liner deterioration due to thermal fatigue, which can result in combustor liner and case burn-through and engine fire.

DATES: Effective June 6, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 6, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from Rolls-Royce North America, Inc., 2001 South Tibbs Ave., Indianapolis, IN 46241; telephone (317) 230–3995, fax (317) 230–4743. 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: Eugene Triozzi, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7148, 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) RB.211–524 series turbofan engines was published in the **Federal Register** on November 13, 1996 (61 FR 58147). That action proposed to require initial and repetitive borescope inspections of the head section and meterpanel assembly of the combustion liner, and replacement, if necessary, with serviceable parts. In addition, this AD proposed an optional installation of a front combustion liner with a strengthened head section C263 material as a terminating action to the inspection requirements.

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. Since publication of the NPRM, R–R has issued Revision 3 to Service Bulletin No. RB.211–72–B482, dated September 27, 1996, that differs from Revision 2, referenced in the NPRM, by editorial changes only. This final rule references Revision 3 of the SB. The FAA has determined that air safety and the public interest require the adoption of the rule with the change described previously.

There are approximately 250 engines of the affected design in the worldwide fleet. There are currently no domestic operators of Rolls-Royce plc RB.211–524G or –524H series turbofan engines. The FAA estimates 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. Based on these figures, the cost impact per engine per inspection is estimated to be $480.

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:

97–07–04 Rolls-Royce plc: Amendment 39–9978. Docket 95–ANE–56.

Applicability: Rolls-Royce plc (R–R) Models RB.211–524G and –524H turbofan engines that have not been modified in accordance with R–R Service Bulletin (SB) No. RB.211–72–9764, Revision 2, dated November 10, 1995, installed on but not limited to Boeing 747–400 and 767–300 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 (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 prevent engine combustor liner deterioration due to thermal fatigue, which can result in combustor liner and case burn-through and engine fire, accomplish the following:

(a) Perform initial and repetitive borescope inspections of the engine combustor liner head section in accordance with the intervals listed in Section 1.C. Compliance (1), and the procedures described in Section 1.D. Action (1) of R–R SB No. RB.211–72–B482, Revision 3, dated September 27, 1996. Prior to further flight, remove combustors that do not meet the return to service criteria specified in Section 1.E. Acceptance Limits of the SB and replace with serviceable parts.

(b) Perform initial and repetitive borescope inspections of the meterpanel in accordance with the intervals listed in Section 1.C. Compliance (2), and the procedures described in Section 1.D. Action (2) of R–R SB No. RB.211–72–B482, Revision 3, dated September 27, 1996. Prior to further flight, remove combustors that do not meet the return to service criteria specified in Section 1.E. Acceptance Limits of the SB and replace with serviceable parts.

(c) Installation of a front combustion liner with a strengthened head section in C263 material in accordance with R–R SB No. RB.211–72–9764, Revision 2, dated November 10, 1995, constitutes terminating action to the inspection requirements of this AD.

(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 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.

(e) 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.

(f) The actions required by this AD shall be done in accordance with the following R–R SBs:

Document No.	Pages	Revision	Date
RB.211–72–B482	1	3	September 27, 1996.
	2	2	March 11, 1996.
	3	3	September 27, 1996.
	4	2	March 11, 1996.
	5	3	September 27, 1996.
	6	2	March 11, 1996.
	7–8	3	September 27, 1996.
	9	2	March 11, 1996.
Total Pages: 9.			
RB.211–72–9764	1	2	November 10, 1995.
	2	Original	August 20, 1993.
	3	2	November 10, 1995.
	4–6	1	August 25, 1995.
	7–30	Original	August 20, 1993.
Supplement	1	Original	August 20, 1993.
Total Pages: 31.			

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 North America, Inc., 2001 South Tibbs Ave., Indianapolis, IN 46241; telephone (317) 230–3995, fax (317) 230–4743. 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 June 6, 1997.

Issued in Burlington, Massachusetts, on March 26, 1997.

James C. Jones,

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

[FR Doc. 97–8474 Filed 4–4–97; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96–ANE–43; Amendment 39–9977; AD 97–01–04]

RIN 2120–AA64

Airworthiness Directives; Textron Lycoming and Superior Air Parts, Inc.

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule, request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 97–01–04 that was sent previously to all known U.S. owners and operators of certain Textron Lycoming TIO–540, LTIO–540, and IO–540 series reciprocating engines with certain Superior Air Parts, Inc. Parts Manufacture Approval (PMA) replacement cylinder assemblies installed by individual letters. This AD requires removal from service of affected cylinder assemblies for higher time cylinder assemblies and replacement with serviceable parts, and initial and repetitive dye penetrant inspections for mid-time cylinder assemblies, or replacement with serviceable parts. This amendment is prompted by a report of an inflight engine failure of a Textron Lycoming TIO–540 reciprocating engine with affected Superior Air Parts, Inc. PMA cylinder assemblies installed. The actions specified by this AD are intended to prevent cylinder head separation, inflight loss of power, possible engine failure, and fire.

DATES: Effective April 22, 1997 to all persons except those persons to whom it was made immediately effective by priority letter AD 97–01–04, issued on December 27, 1996, which contained the requirements of this amendment.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 22, 1997.

Comments for inclusion in the Rules Docket must be received on or before June 6, 1997.

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–43, 12 New England Executive Park, Burlington, MA 01803–5299.

The applicable service information may be obtained from Superior Air Parts, Inc., 14280 Gillis Road, Dallas, TX 75244–3792; telephone (800) 400–5949, fax (972) 702–8723. This information may be examined 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.

FOR FURTHER INFORMATION CONTACT: M. Monica Merritt, Aerospace Engineer, Special Certification Office, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Ft. Worth, TX 76137–4298; telephone (817) 222–5196, fax (817) 222–5136.

SUPPLEMENTARY INFORMATION: On December 27, 1996, the Federal Aviation Administration (FAA) issued priority letter airworthiness directive (AD) 97–01–04, applicable to Textron Lycoming Models TIO–540–A2C, –J2B, –F2BD, –J2BD, –N2BD, –R2AD, –S1AD, and LTIO–540–J2B, –F2BD, –J2BD, N2BD, –R2AD, and IO–540–M1B5D reciprocating engines, with Superior Air Parts, Inc. Parts Manufacture Approval (PMA) part number SL54000–A1, –A2, –A2P, –A20P, and A21P series replacement cylinder assemblies installed, with serial numbers 001 through 650. That action was prompted by a report from the Australian Civil Aviation Authority (CAA) of a New Piper Company Model PA31–350 aircraft, with a Textron Lycoming TIO–540 engine installed, that suffered an inflight engine failure. An examination