

terminating action for the repetitive inspections. The actions would be required to be accomplished in accordance with the service bulletin described previously.

There are approximately 376 McDonnell Douglas Model DC-10 series airplanes and KC-10A (military) airplanes of the affected design in the worldwide fleet. The FAA estimates that 230 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 5 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$69,000, or \$300 per airplane, per inspection cycle.

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

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:

McDonnell Douglas: Docket 95-NM-199-AD.

Applicability: Model DC-10-10, -15, -30, and -40 series airplanes, and KC-10A (military) airplanes; as listed in McDonnell Douglas DC-10 Service Bulletin 53-167, Revision 1, dated February 15, 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 (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 fatigue cracking in the secondary pivot support of the horizontal stabilizer, which could result in reduced structural integrity of the horizontal stabilizer and, subsequently, lead to reduced controllability of the airplane, accomplish the following:

(a) Prior to the accumulation of 10,000 total landings, or within 3,000 landings after the effective date of this AD, whichever occurs later, perform a high frequency eddy current (HFEC) inspection to detect cracks in the secondary pivot support of the horizontal stabilizer, in accordance with McDonnell Douglas DC-10 Service Bulletin 53-167, Revision 1, dated February 15, 1995.

(b) If no cracks are detected during the HFEC inspection required by paragraph (a) of this AD, accomplish paragraph (b)(1) of this AD until paragraph (b)(2) of this AD is accomplished.

(1) Repeat the HFEC inspection thereafter at intervals not to exceed 10,000 landings.

(2) Accomplishment of the preventative modification in accordance with Condition I (no cracks), Option 2, of the service bulletin constitutes terminating action for the repetitive inspection requirements of paragraph (b)(1) of this AD.

(c) If any crack is detected during the HFEC inspection required by paragraph (a) or (b) of this AD, prior to further flight, accomplish either paragraph (c)(1) or (c)(2) of this AD.

(1) Repair the crack in accordance with Paragraph (1) of Condition II (cracks), Option 1 (temporary repair), of the Accomplishment

Instructions of the service bulletin. Within 300 landings after accomplishing that repair, perform a visual inspection to detect cracks at the area of the repair, in accordance with the service bulletin.

(i) If any crack is detected during the visual inspection required by paragraph (c)(1) of this AD, prior to further flight, repair it in accordance with a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(ii) Prior to 2,800 landings after accomplishing the HFEC inspection required by paragraph (a) of this AD, replace the secondary pivot support of the horizontal stabilizer with a new secondary pivot support, in accordance with Condition II (cracks), Option 2, of the service bulletin. Accomplishment of this replacement constitutes terminating action for the repetitive HFEC and visual inspection requirements of this AD.

(2) Replace the secondary pivot support of the horizontal stabilizer with a new secondary pivot support, in accordance with Condition II (cracks), Option 2 (permanent repair), of the service bulletin. Accomplishment of this replacement constitutes terminating action for the repetitive HFEC and visual 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, Los Angeles ACO. 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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(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 airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on March 18, 1996.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-6931 Filed 3-21-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-ANE-55]

Airworthiness Directives; AlliedSignal Inc. TFE731 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 AlliedSignal Inc. (formerly Garrett Engine Division) TFE731 series turbofan engines. This proposal would require removing certain fan rotor disks from service in accordance with a drawdown schedule, and would establish new fan rotor disk life limits. This proposal is prompted after additional analyses revealed that stress levels in the fan rotor disk dovetail slots for the applicable engine models are higher than initially calculated. The actions specified by the proposed AD are intended to prevent uncontained failure of the fan rotor disk due to fatigue cracking in the dovetail slots, which can result in inflight engine shutdowns, severe secondary damage, and fan rotor assembly separation from the engine.

DATES: Comments must be received by May 21, 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. 95-ANE-55, 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 AlliedSignal Aerospace, Attn: Data Distribution, M/S 64-3/2101-201, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493, fax (602) 365-5577. 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: Joseph Costa, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; telephone (310) 627-5246; fax (310) 627-5210.

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 95-ANE-55." 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. 95-ANE-55, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

The Federal Aviation Administration (FAA) has received reports of three fan rotor disk separations on AlliedSignal Inc. (formerly Garrett Engine Division) TFE731 series turbofan engines. The FAA has determined from subsequent analyses that stress levels in the disk dovetail slots installed are higher than initially calculated. Also, recent review of fan rotor disk dovetail slot eddy-current inspection data from TFE731-2 and -3 series engines has indicated that crack detectability is between 80-90 percent, not as high as previously evaluated. To date, eddy-current inspections have detected fatigue cracks in the dovetail slot in approximately 176 (or 4%) of TFE731-2, -2A, -3, and -3R disks and in 8 (or 1%) of TFE731-3A, -3A, -3B, -3B, 3C, -3CR, and -4R disks and have been removed from service. The FAA concluded that a reduction in the fan rotor disk service life limit is necessary to maintain an acceptable level of safety. This condition, if not corrected, could result in an uncontained failure of the fan rotor disk due to fatigue cracking in the dovetail slots, which can result in inflight engine shutdowns, severe secondary damage, and fan rotor assembly separation from the engine.

The FAA has reviewed and approved the technical contents of AlliedSignal Engines Alert Service Bulletin (ASB)

No. TFE731-A72-3569, dated May 31, 1995, and ASB No. TFE731-A72-3570, dated May 31, 1995, that describe removing certain fan rotor disks from service in accordance with a drawdown schedule. These new life limits will be included subsequently in AlliedSignal Engines Service Bulletin (SB) No. TFE731-72-3001 and SB No. TFE731-72-3501.

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 removing certain fan rotor disks from service in accordance with a drawdown schedule and would establish new fan rotor disk life limits. The actions would be required to be accomplished in accordance with the ASB's described previously.

There are approximately 5,000 engines of the affected design in the worldwide fleet. The FAA estimates that 2,500 engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 16 work hours per engine to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$2,400,000.

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:

AlliedSignal Inc.: Docket No. 95-ANE-55.

Applicability: AlliedSignal Inc. (formerly Garrett Engine Division) Models TFE731-2, -2A, -3, -3A, -3AR, -3B, -3BR, -3C, -3CR,

-3D, -3DR, -3R, and -4R turbofan engines, installed on, but not limited to the following aircraft: Avions Marcel Dassault Falcon 10, 50, 100 series; Learjet 31, 35, 36, and 55 series; Lockheed-Georgia 1329-23 and -25 series; Israel Aircraft Industries 1124 series and 1125 Westwind series; Cessna Model 650, Citations III, VI, and VII; Raytheon British Aerospace HS-125 series; and Sabreliner NA-265-65.

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 uncontained failure of the fan rotor disk due to fatigue cracking in the dovetail slots, which can result in inflight engine shutdowns, severe secondary damage, and fan rotor assembly separation from the engine, accomplish the following:

(a) For engines equipped with fan rotor disks, part numbers (P/N's) 3072162-5, 3073436-5, 3073539-(All), and 3074529-(All), where (All) denotes any dash number, remove fan rotor disks from service and install a serviceable disk in accordance with the Accomplishment Instructions of AlliedSignal Engines Alert Service Bulletin (ASB) No. TFE731-A72-3569, dated May 31, 1995, as required by the following schedule:

Fan rotor disk cycles since new (CSN) on the effective date of this AD	Required fan rotor disk retirement (remove from service)
3,600 or less	Not to exceed the new life limit of 4,100 CSN.
3,601 to 5, 500	Within the next 500 cycles after the effective date of this AD or prior to reaching 5,700 CSN, whichever occurs first.
5,501 or greater	Within the next 200 cycles after the effective date of this AD, not to exceed 7,100 CSN.

(b) For engines equipped with fan rotor disks, P/N 3072816-(All), where (All) denotes any dash number, remove fan rotor

disks from service and install a serviceable disk in accordance with Accomplishment Instructions of AlliedSignal Engines ASB No.

TFE731-A72-3570, dated May 31, 1995, as required by the following schedule of CSN after the effective date of this AD.

Fan rotor disk CSN on the effective date of this AD	Required fan rotor disk retirement (remove from service)
3,850 or less	Not to exceed the new life limit of 4,600 CSN.
3,851 to 6,000	Within the next 750 cycles or prior to reaching 6,500 CSN, whichever occurs first.
6,001 or greater	Within the next 500 cycles, not to exceed 10,000 CSN.

(c) A serviceable part is one that has not exceeded the life limits established by 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, Los Angeles Aircraft 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, Los Angeles Aircraft Certification Office.

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

Issued in Burlington, Massachusetts, on March 12, 1996.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96-6972 Filed 3-21-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 96-AGL-1]

Proposed Amendment to Class E Airspace; Rochester, MN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to amend the Class E airspace at Rochester, MN. Additional controlled airspace is required for the Copter GPS 325 degrees approach procedure to St. Mary's

Hospital Heliport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed for aircraft executing the approach. The intended effect of the proposal is to provide segregation of aircraft using instrument approach procedures in instrument conditions from other aircraft operating in visual weather conditions.

DATES: Comments must be received on or before April 26, 1996.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, AGL-7, rules Docket No. 96-AGL-1, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois. An