

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:

96-13-08 Pratt & Whitney: Amendment 39-9676. Docket 96-ANE-10.

Applicability: Pratt & Whitney (PW) PW4000 series turbofan engines, with thrust reverser, Supplemental Type Certificate (STC) No. SJ514NE, installed on Airbus A300-600 and A310 series aircraft, and thrust reverser, STC No. SE744NE, installed on McDonnell Douglas MD-11 series aircraft. These thrust reversers incorporate aft cascade support frame assemblies, Part Numbers (P/N's) 221-0516-503 and 221-0516-504.

Note: This airworthiness directive (AD) applies to each engine with affected thrust reversers 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 with affected thrust reversers 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 (c) 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 with affected thrust reversers from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent aft cascade support frame assembly failure due to cracks, which can result in thrust reverser hardware liberation and ejection from the aircraft during thrust reverser operation, which can contaminate the runway with debris, causing an operational hazard to other aircraft during takeoff and landing, accomplish the following:

(a) For engines with affected thrust reversers installed on Airbus A300-600 and A310 series aircraft, accomplish the following:

(1) Initially inspect aft cascade support frame assemblies for cracks within 250 flight hours after the effective date of this AD, in accordance with the Accomplishment Instructions, Part 1—Interim Inspection, of PW Service Bulletin (SB) No. PW4NAC 78-78, Revision 6, dated March 6, 1996.

(2) Thereafter, inspect aft cascade support frame assemblies for cracks at intervals not to exceed 450 flight hours since the last inspection, in accordance with the

Accomplishment Instructions, Part 1—Interim Inspection, of PW SB No. PW4NAC 78-78, Revision 6, dated March 6, 1996.

(3) For aft cascade support frame assemblies that do not meet the return to service criteria stated in the Accomplishment Instructions, Part 1—Interim Inspection, of PW SB No. PW4NAC 78-78, Revision 6, dated March 6, 1996, prior to further flight, accomplish either of the following:

(i) Remove from service cracked aft cascade support frame assemblies, and replace with a serviceable part; or

(ii) Lockout the thrust reverser in accordance with the Airbus A300-600 and A310 series Aircraft Maintenance Manuals, as applicable, for a time period not to exceed 10 days. At the conclusion of the 10-day lockout period, prior to further flight remove any cracked aft cascade support frame assemblies and replace with serviceable parts.

(b) For engines with affected thrust reversers installed on McDonnell Douglas MD-11 series aircraft, accomplish the following:

(1) Initially inspect aft cascade support frame assemblies for cracks within 250 flight hours after the effective date of this AD, in accordance with the Accomplishment Instructions, Part 1—Interim Inspection, of PW SB No. PW4MD11 78-67, Revision 5, dated March 6, 1996.

(2) Thereafter, inspect aft cascade support frame assemblies for cracks at intervals not to exceed 450 flight hours since the last inspection, in accordance with the Accomplishment Instructions, Part 1—Interim Inspection, of PW SB No. PW4MD11 78-67, Revision 5, dated March 6, 1996.

(3) For aft cascade support frame assemblies that do not meet the return to service criteria stated in the Accomplishment Instructions, Part 1—Interim Inspection, of PW SB No. PW4MD11 78-67, Revision 5, dated March 6, 1996, prior to further flight, accomplish either of the following:

(i) Remove from service cracked aft cascade support frame assemblies, and replace with a serviceable part; or

(ii) Lockout the thrust reverser in accordance with the McDonnell Douglas MD-11 series Aircraft Maintenance Manual, for a time period not to exceed 10 days. At the conclusion of the 10-day lockout period, prior to further flight remove any cracked aft cascade support frame assemblies and replace with serviceable parts.

(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.

(e) The actions required by this AD shall be done in accordance with the following PW SB's:

Document No.	Pages	Revision	Date
PW4NAC 78-78.	1	6	March 6, 1996.
	2,3	2	October 31, 1995.
	4-6 ...	6	March 6, 1996.
	7	5	October 31, 1995.
	8-11	6	March 6, 1996.
	12	5	October 31, 1995.
	13-19	6	March 6, 1996.
	20-22	5	October 31, 1995.
	23-34	6	March 6, 1996.
	35	5	October 31, 1995.
	36, 37	6	March 6, 1996.
Total pages: PW4MD11 78-67.	38	5	October 31, 1995.
	39, 40	6	March 6, 1996.
	40..		
Total pages:	1-38	5	March 6, 1996.
	38..		

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 Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-6600, fax (860) 565-4503. 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 August 1, 1996.

Issued in Burlington, Massachusetts, on July 2, 1996.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96-17533 Filed 7-11-96; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 94-ANE-39; Amendment 39-9672; AD 96-13-04]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce, plc RB211 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 series turbofan engines, that requires removing and replacing the existing rigid low pressure (LP) fuel system tube assembly with a tube assembly having flexible sections and revised clip points to preclude cracking and subsequent fuel leakage. This amendment is prompted by multiple reports of fuel leaks. The actions specified by this AD are intended to prevent a fuel system leak, which could result in rapid atomization of fuel and an engine fire.

DATES: Effective September 10, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 10, 1996.

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) Models RB211-535E4 series and -535E4-B series turbofan engines was published in the Federal Register on June 26, 1995 (60 FR 20189). That action proposed to require replacement of the low pressure (LP) fuel tube assembly in accordance with R-R Service Bulletin (SB) No. RB.211-73-B048, Revision 1, dated July 22, 1994.

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 as soon as parts were available, R-R undertook incorporation of the modification described in R-R SB No. RB.211-73-B048, Revision 1, dated July 22, 1994, on all engines in production. The

commenter states that all engines starting with serial number (S/N) 31292 were delivered with the configuration required by the proposed AD. The commenter proposes that the applicability section be revised to exclude engine S/N's of 31292 and subsequent. The FAA concurs and has revised the applicability section of this final rule accordingly.

Two commenters support the rule as proposed.

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 558 engines of the affected design in the worldwide fleet. The FAA estimates that 292 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 2 work hours per engine to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$1,000 per engine. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$327,040.

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:

96-13-04 Rolls-Royce, plc: Amendment 39-9672. Docket 94-ANE-39.

Applicability: Rolls-Royce, plc. (R-R) Models RB211-535E4 series and -535E4-B series turbofan engines, prior to engine Serial Number (S/N) 31292, installed on but not limited to Boeing 757 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 (b) 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 a fuel system leak, which could result in rapid atomization of fuel and an engine fire, accomplish the following:

(a) Within one year after the effective date of this AD, remove the existing rigid low pressure (LP) fuel system tube assembly and replace with the new flexible LP fuel system tube design with revised clip points, in accordance with R-R Service Bulletin (SB) No. RB.211-73-B048, Revision 1, dated July 22, 1994.

(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, 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.

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

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

Document No.	Pages	Revision	Date
RB.211-73-B048.	1-6 ...	1	July 22, 1994.
	7,8	Original	June 3, 1994.
	9-12	1	July 22, 1994.
Supplement ...	1	1	July 22, 1994.
Total Pages:	13.		

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.

(e) This amendment becomes effective on September 10, 1996.

Issued in Burlington, Massachusetts, on June 11, 1996.

James C. Jones,

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

[FR Doc. 96-17535 Filed 7-11-96; 8:45 am]

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DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 14

Advisory Committees; Conversion of Ad Hoc Advisory Committee to Standing Advisory Committee

AGENCY: Food and Drug Administration, HHS.

ACTION: Final rule.

SUMMARY: The Food and Drug Administration (FDA) is amending the standing advisory committees' regulations to add the name and function of the Transmissible Spongiform Encephalopathies Advisory Committee (formerly Ad Hoc Advisory

Committee on Creutzfeldt-Jakob Disease). Appearing elsewhere in this issue of the Federal Register is a notice announcing the renewal of this advisory committee. A notice requesting nominations for membership on this committee will publish at a later date. This action is being taken to incorporate this committee into the agency's list of standing advisory committees because it will no longer be serving in an ad hoc capacity.

EFFECTIVE DATE: July 12, 1996.

FOR FURTHER INFORMATION CONTACT: Donna M. Combs, Committee Management Office (HFA-306), Food and Drug Administration, 5600 Fishers Lane, Rockville, MD 20857, 301-443-2765.

SUPPLEMENTARY INFORMATION: FDA is announcing that the name of the Ad Hoc Advisory Committee on Creutzfeldt-Jakob Disease has been changed. The committee was established on June 21, 1995, to advise the Commissioner of Food and Drugs regarding the safety of blood products obtained or prepared from one or more donations from a donor who, after donation, was diagnosed with Creutzfeldt-Jakob Disease. The committee was chartered for the duration of 1 year.

The Commissioner has now formally determined that there is a continuing need for this committee, that the name and function of the committee will be changed to more accurately describe the committee, and that the committee will no longer be serving in an ad hoc capacity. The name "Transmissible Spongiform Encephalopathies Advisory Committee" will more accurately describe the subject area for which the committee is responsible. The change is consistent with the expanded function of the committee.

The committee's new function is to review and evaluate available scientific data concerning the safety of products which may be at risk for transmission of spongiform encephalopathies having an impact on the public health as determined by the Commissioner of Food and Drugs. The committee will also make recommendations to the Commissioner regarding the regulation of such products.

Management and support services for the committee will continue to be provided by FDA's Center For Biologics Evaluation and Research. In this document, FDA is formally incorporating this committee into the agency's list of standing advisory committees by adding a new paragraph in 21 CFR 14.100(b).

Publication of this final rule constitutes a final action on this change under the Administrative Procedure Act. Under 5 U.S.C. 553(b)(3)(B) and (d) and 21 CFR 10.40(d) and (e), the agency finds good cause to dispense with notice and public procedure and to proceed to an immediately effective regulation. Such notice and procedures are unnecessary and are not in the public interest, because the final rule is merely codifying the new name and expanded function of the advisory committee, as well as its status as a standing advisory committee, and when effective will reflect the current committee charter.

List of Subjects in 21 CFR Part 14

Administrative practice and procedure, Advisory committees, Color additives, Drugs, Radiation protection.

Therefore, under the Federal Food, Drug, and Cosmetic Act and under authority delegated to the Commissioner of Food and Drugs, 21 CFR part 14 is amended as follows:

PART 14—PUBLIC HEARING BEFORE A PUBLIC ADVISORY COMMITTEE

1. The authority citation for 21 CFR part 14 continues to read as follows:

Authority: Secs. 201-903 of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 321-394; 21 U.S.C. 41-50, 141-149, 467f, 679, 821, 1034; secs. 2, 351, 354, 361 of the Public Health Service Act (42 U.S.C. 201, 262, 263b, 264); secs. 2-12 of the Fair Packaging and Labeling Act (15 U.S.C. 1451-1461); 5 U.S.C. App. 2; 28 U.S.C. 2112.

2. Section 14.100 is amended by adding new paragraph (b)(6) to read as follows:

§ 14.100 List of standing advisory committees.

* * * * *

(b) * * *

(6) *Transmissible Spongiform Encephalopathies Advisory Committee.*

(i) Date established: June 21, 1995.

(ii) Function: Reviews and evaluates available scientific data concerning the safety of products which may be at risk for transmission of spongiform encephalopathies having an impact on the public health.

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Dated: July 5, 1996.

Michael A. Friedman,

Deputy Commissioner for Operations.

[FR Doc. 96-17686 Filed 7-11-96; 8:45 am]

BILLING CODE 4160-01-F