TABLE 1.—CIRCUIT BREAKERS TO BE OPENED AND TAGGED—Continued

Location (panel/grid)	Name	Circuit breaker
P310/G9	FUEL XFEED VLV AFT	C28612.
P310/A8	SNSR EXC 1	C27513.
P310/D3	FSEU 1	C27601.
P210/F21	SNSR EXC 2	C27514.
P210/K4	FSEU 2	C27602.
P11/D6	OPAS 1	C23603.
P11/G20	OPAS 2	C23602.
P11/B7	OPAS 3	C23605.
P210/K8	SLATS ELEC CNTL RLY PWR	C27630.
P110/K17	FLAPS ELEC CNTL RLY PWR	C27631.
P110/F4	OVHD INST & PNL LTS/FWD PNL FLOOD LTS	C33410.
P110/G4	AISLE STAND INST & PNL LTS	C33492.
P110/N25	MD & T CHANNEL 1	C33605.
P310/B3	MD & T CHANNEL 3	C33610.
P310/F4	MD & T CHANNEL 4	C33611.
P210/M3	MD & T CHANNEL 5	C33604.

If the first four digits of the serial number of the switch module are less than 9544; or if the first four digits of the serial number of the switch module are 9634, 9635, 9636, 9637, or 9638; prior to further flight, replace the switch module with a new improved switch module (a module on which the first four digits of the serial number are 9544 or greater, excluding 9634 through 9638 inclusive) in accordance with the alert service bulletin.

Note 4: Opening the three OPAS circuit breakers will disable control of the air conditioning packs from the air conditioning control panel. If it is desired to turn on the air conditioning pack during incorporation of the alert service bulletin, the pack should be turned on before opening the OPAS circuit breakers.

(2) Perform a one-time functional test of the fuel crossfeed valve switches, a one-time operational test of the pack switches, a one-time operational test of the trim air switches, and a one-time operational test of the alternate flap control switches in accordance with paragraphs III.F., III.G., III.H., and III.I., respectively, of the Accomplishment Instructions of the alert service bulletin.

(i) If any switch module fails any test required by paragraph (c)(2) of this AD and the failure is determined to be caused by a defective switch module, prior to further flight, replace any discrepant switch module in that system with a new improved module (a module on which the first four digits of the serial number are 9544 or greater, excluding 9634 through 9638 inclusive) in accordance with the alert service bulletin.

(ii) If any switch module fails any test required by paragraph (c)(2) of this AD and the failure is determined to be caused by a condition other than a defective switch module, prior to further flight, repair in accordance with normal maintenance practices.

(d) For airplanes having line positions 1 through 40 inclusive: As of 30 days after the effective date of this AD, no person shall install on any airplane a switch module on which the first four digits of the serial number are less than 9544, or a switch module on which the first four digits of the serial number are 9634, 9635, 9636, 9637, or 9638 at the locations listed in paragraphs (d)(1) through (d)(6) of this AD:

(1) the discharge switch of the cargo fire extinguishing system;

(2) the alternate flaps arm switch on the P10 control stand;

(3) the forward and aft arming switches of the cargo fire extinguishing system;

(4) the forward and aft fuel crossfeed switches on the fuel/fuel jettison module assembly;

(5) the left and right air conditioning pack switches on the air conditioning module assembly; and

(6) the left and right trim air switches on the air conditioning module assembly.

(e) 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, Seattle 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, Seattle ACO.

Note 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(f) 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.

(g) The inspection and replacement shall be done in accordance with Boeing Alert Service Bulletin 777–26A0004, dated June 21, 1996, and Boeing Alert Service Bulletin 777–31A0013, dated August 29, 1996. 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. 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.

(h) This amendment becomes effective on October 25, 1996.

Issued in Renton, Washington, on October 2, 1996.

Ronald T. Wojnar,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–25814 Filed 10–9–96; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 39

[Docket No. 95–ANE–15; Amendment 39–9742; AD 96–18–16]

RIN 2120–AA64

Airworthiness Directives; CFM International CFM56–2/–2A/–2B/–3/–3B/–3C/–5 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to CFM International (CFMI) CFM56–2/–2A/–2B/–3/–3B/–3C/–5 series turbofan engines, that requires part number reidentification of certain low pressure turbine rotor (LPTR) stub shafts and conical supports, and reduction of the low cycle fatigue (LCF) retirement lives for these reidentified parts. This amendment is prompted by the results of a refined life analysis performed by the manufacturer which revealed minimum calculated LCF lives significantly lower than published LCF retirement lives. The actions specified by this AD are intended to prevent an LCF failure of the LPTR stub shaft and conical support, which could result in an uncontained engine failure and damage to the aircraft.

DATES: Effective December 9, 1996.

The incorporation by reference of certain publications listed in the

regulations is approved by the Director of the Federal Register as of December 9, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from CFM International, Technical Publications Department, One Neumann Way, Cincinnati, OH 45215; telephone (513) 552–2981, fax (513) 552–2816. 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: Glorianne Messemer, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7132; 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 CFM International (CFMI) CFM56–2/–2A/–2B/–3/–3B/–3C/–5 series turbofan engines was published in the Federal Register on September 1, 1995 (60 FR 45683). That action proposed to require part number reidentification of certain low pressure turbine rotor (LPTR) stub shafts and conical supports, and reduction of the low cycle fatigue (LCF) retirement lives for these reidentified parts in accordance with the following CFMI service bulletins (SB's): CFM56–2 SB No. 72–728, Revision 2, dated December 21, 1994, CFM56–2A SB No. 72–338, dated November 25, 1993, CFM56–2B SB No. 72–476, dated December 7, 1993, and CFM56–3/–3B/–3C SB No. 72–695, dated November 25, 1993.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Two commenters support the rule as proposed.

One commenter states that CFM56–3 series engines should be included in compliance paragraph (f) of the proposed rule. The FAA concurs, and paragraph (f) of this final rule has been revised accordingly.

One commenter suggests that the proposed rule be revised to address the LCF retirement lives of CFM56–3B and CFM56–3C series engines that are operated at reduced thrust ratings, since the lives are dependent on the thrust rating. The FAA concurs. Paragraphs (f) and (g) of this final rule have been revised, and paragraph (j) has been added accordingly.

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.

The FAA estimates that 41 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 0.25 work hours per engine to accomplish the required actions, and that the average labor rate is $60 per work hour. Assuming that the parts cost is proportional to the reduction of the LCF retirement lives, the required parts will cost approximately $6,687 per engine. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $274,782.

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:

96–18–16 CFM International: Amendment 39–9742. Docket 95–ANE–15.

Applicability: CFM International (CFMI) CFM56–2/–2A/–2B/–3/–3B/–3C/–5 series turbofan engines installed on, but not limited to Airbus A319 and A320 series, McDonnell Douglas DC–8 series, and Boeing 737, as well as Boeing E–3, E–6, and KC–135 (military) 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 (k) 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 a low cycle fatigue (LCF) failure of the low pressure turbine rotor (LPTR) stub shaft and conical support, which could result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) Reidentify CFM56–2A LPTR stub shafts, Part Numbers (P/N) 301–330–623–0 and 301–330–624–0, with Serial Numbers (S/N) listed in Table 2 of CFMI CFM56–2A Service Bulletin (SB) No. 72–338, dated November 25, 1993, in accordance with the Accomplishment Instructions of CFMI CFM56–2A SB No. 72–338, dated November 25, 1993, at the next piece-part exposure after the effective date of this AD, but not to exceed 6,400 cycles since new (CSN).

(b) Reidentify CFM56–2B LPTR stub shafts, P/N 301–330–618–0, 301–330–619–0, 301–330–623–0, and 301–330–624–0, with S/N listed in Table 2 of CFMI CFM56–2B SB No. 72–476, dated December 7, 1993, in accordance with the Accomplishment Instructions of CFMI CFM56–2B SB No. 72–476, dated December 7, 1993, at the next piece-part exposure after the effective date of this AD, but not to exceed 8,300 CSN.

(c) Reidentify CFM56–2 LPTR conical supports, P/N 305–056–106–0, 305–056–109–0, 305–056–110–0, and 305–056–111–0, with S/N listed in Table 1 of CFMI CFM56–2 SB No. 72–728, Revision 2, dated December 21, 1994, in accordance with the Accomplishment Instructions of CFMI CFM56–2 SB No. 72–728, Revision 2, dated

December 21, 1994, at the next piece-part exposure after the effective date of this AD, but not to exceed 18,000 CSN.

(d) Reidentify CFM56–2A LPTR conical supports, P/N 305–056–110–0 and 305–056–111–0, with S/N listed in Table 1 of CFMI CFM56–2A SB No. 72–338, dated November 25, 1993, in accordance with the Accomplishment Instructions of CFMI CFM56–2A SB No. 72–338, dated November 25, 1993, at the next piece-part exposure after the effective date of this AD, but not to exceed 5,700 CSN.

(e) Reidentify CFM56–2B LPTR conical supports, P/N 305–056–106–0, 305–056–109–0, 305–056–110–0, and 305–056–111–0, with S/N listed in Table 1 of CFMI CFM56–2B SB No. 72–476, dated December 7, 1993, in accordance with the Accomplishment Instructions of CFMI CFM56–2B SB No. 72–476, dated December 7, 1993, at the next piece-part exposure after the effective date of this AD, but not to exceed 8,700 CSN.

(f) Reidentify CFM56–3/–3B/–3C LPTR stub shafts, P/N 301–330–618–0, 301–330–619–0, 301–330–623–0, and 301–330–624–0, with S/N listed in Table 2 of CFMI CFM56–3/–3B/–3C SB No. 72–695, dated November 25, 1993, in accordance with the Accomplishment Instructions of CFMI CFM56–3/–3B/–3C SB No. 72–695, dated November 25, 1993, as follows:

(1) For CFM56–3/–3B/–3C series engines operating at the Category A thrust rating, at the next piece-part exposure after the effective date of this AD, but not to exceed a total Category A thrust rating life of 20,000 CSN.

(2) For CFM56–3B/–3C series engines operating at the Category B thrust rating, at the next piece-part exposure after the effective date of this AD, but not to exceed a total Category B thrust rating life of 11,400 CSN.

(3) For CFM56–3C series engines operating at the Category C thrust rating, at the next piece-part exposure after the effective date of this AD, but not to exceed a total Category C thrust rating life of 7,900 CSN.

(g) Reidentify CFM56–3/–3B/–3C LPTR conical supports, P/N 305–056–106–0, 305–056–109–0, 305–056–110–0, and 305–056–111–0, with S/N listed in Table 1 of CFMI CFM56–3/–3B/–3C SB No. 72–695, dated November 25, 1993, in accordance with the Accomplishment Instructions of CFMI CFM56–3/–3B/–3C SB No. 72–695, dated November 25, 1993, as follows:

(1) For CFM56–3/–3B/–3C series engines operating at the Category A thrust rating, at the next piece-part exposure after the effective date of this AD, but not to exceed a total Category A thrust rating life of 12,100 CSN.

(2) For CFM56–3B/–3C series engines operating at the Category B thrust rating, at the next piece-part exposure after the effective date of this AD, but not to exceed a total Category B thrust rating life of 9,300 CSN.

(3) For CFM56–3C series engines operating at the Category C thrust rating, at the next piece-part exposure after the effective date of this AD, but not to exceed a total Category C thrust rating life of 5,700 CSN.

(h) Remove from service CFM56–5 LPTR conical support, P/N 336–000–305–0, prior to accumulating 11,300 CSN.

(i) This action establishes new LCF retirement lives for parts reidentified in accordance with paragraphs (a) through (g) of this AD, and the new LCF retirement life noted in paragraph (h) of this AD, which are published in Chapter 05 of the applicable engine shop manual (CFM56–2 CFMI–TP.SM.4, CFM56–2A/–2B CFMI–TP.SM.6, CFM56–3 CFMI–TP.SM.5, and CFM56–5 CFMI–TP.SM.7).

(j) The Category A, B, and C thrust rating noted in paragraphs (f) and (g) of this AD are defined in Chapter 05 of CFM56–3 engine shop manual, CFMI–TP.SM.5.

(k) 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.

(l) 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.

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

Document No.	Pages	Revision	Date
CFM56–2 SB No. 72–728	1	2	Dec. 21, 1994.
	2–7	Original	Nov. 25, 1993.
	8	2	Dec. 21, 1994.
	9	Original	Nov. 25, 1993.
Total Pages: 9.			
CFM56–2A SB No. 72–338	1–8	Original	Nov. 25, 1993.
Total Pages: 8.			
CFM56–2B SB No. 72–476	1–9	Original	Dec. 7, 1993.
Total Pages: 9.			
CFM56–3/–3B/–3C SB No. 72–695	1–9	Original	Nov. 25, 1993.
Total Pages: 9.			

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 CFM International, Technical Publications Department, One Neumann Way, Cincinnati, OH 45215; telephone (513) 552–2981, fax (513) 552–2816. 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.

(n) This amendment becomes effective on December 9, 1996.

Issued in Burlington, Massachusetts, on September 19, 1996.

James C. Jones,

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

[FR Doc. 96–25167 Filed 10–9–96; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 96–NM–198–AD; Amendment 39–9775; AD 96–20–09]

RIN 2120–AA64

Airworthiness Directives; Jetstream Model HS 748 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Jetstream Model HS 748 series airplanes. This action requires a one-time inspection to ensure