Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96–ANE–26]

RIN 2120–AA64

Airworthiness Directives; AlliedSignal Inc. ALF502 and LF507 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 Textron Lycoming) ALF502 and LF507 series turbofan engines. This proposal would require initial and repetitive on-wing eddy current or shop fluorescent penetrant inspections of fuel manifold assemblies for cracks, and replacement, if necessary, with serviceable parts. In addition, this AD presents an optional terminating action to the repetitive inspections by replacing the fuel manifold assembly with an assembly of a new, improved design. This proposal is prompted by reports of cracking of the fuel manifold assembly at the No. 5 and 6 scallop location. The actions specified by the proposed AD are intended to prevent cracking of the fuel manifold assembly, which could result in an engine fire.

DATES: Comments must be received by January 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–26, 12 New England Executive Park, Burlington, MA 01803–5299. Comments may also be submitted to the Rules Docket by using the following Internet address: ''epd-adcomments@mail.hq.faa.gov''. All comments must contain the Docket No. in the subject line of the comment. 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: Raymond Vakili, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712–4137; telephone (310) 627–5262; 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 96–ANE–26.'' 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–26, 12 New England Executive Park, Burlington, MA 01803–5299.

Discussion

The Federal Aviation Administration (FAA) has received reports of cracking of the fuel manifold assembly at the No. 5 and 6 scallop location on AlliedSignal Inc. (formerly Textron Lycoming) ALF502 and LF507 series turbofan engines. The investigation revealed that the thermal growth mismatch of the fuel manifold has resulted in a high low cycle fatigue (LCF) stress concentration in the No. 5 and No. 6 scallop area. This condition, if not corrected, could result in cracking of the fuel manifold assembly, which could result in an engine fire.

The FAA has reviewed and approved the technical contents of the following Service Bulletins (SBs): AlliedSignal Aerospace SB No. ALF/LF 73–1002, dated December 22, 1995, that describes procedures for initial and repetitive on-wing eddy current (ECI) or shop fluorescent penetrant inspections (FPI) of fuel manifold assemblies for cracks, and replacement, if necessary, with serviceable parts; and AlliedSignal Aerospace SB No. ALF502R 73–14, Revision 1, dated September 25, 1992, and Textron Lycoming SB No. LF507–1H 73–2, dated September 10, 1992, that describe procedures for replacing the fuel manifold assembly with an assembly of a new, improved design.

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 initial or repetitive on-wing ECI and shop FPI of fuel manifold assemblies for cracks, and replacement, if necessary, with serviceable parts. In addition, this AD presents an optional terminating action to the repetitive inspections by replacing the fuel manifold assembly with an assembly of a new, improved design, Part Number 2–163–620–37 or –38. The actions would be required to be accomplished in accordance with the SBs described previously.

There are approximately 1,500 engines of the affected design in the

worldwide fleet. The FAA estimates that 270 engines installed on aircraft of U.S. registry would be affected by this proposed AD; that it would take approximately 2 work hours per engine per inspection to accomplish the ECI, 4 work hours per engine per inspection to accomplish the FPI, and that the average labor rate is $60 per work hour. Based on these figures, the annual total cost impact of the proposed AD on U.S. operators is estimated to be $97,200 at the estimated rate of one inspection per year.

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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

AlliedSignal Inc.: Docket No. 96–ANE–26.

Applicability: AlliedSignal Inc. (formerly Textron Lycoming) ALF502 and LF507 series turbofan engines, installed on but not limited to British Aerospace BAe 146 and Avro International RJ–70 series, and Canadair CL–600 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 cracking of the fuel manifold assembly, which could result in an engine fire, accomplish the following:

(a) Perform initial and repetitive on-wing eddy current inspection (ECI) or shop fluorescent penetrant inspection (FPI) of fuel manifold assemblies for cracks, and replace, if necessary, with serviceable parts, in accordance with AlliedSignal Aerospace Service Bulletin (SB) No. ALF/LF 73–1002, dated December 22, 1995, as follows:

(1) For fuel manifold assemblies with 2,000 or more cycles since new (CSN), or unknown CSN, on the effective date of this AD, inspect within 1,250 cycles in service (CIS) after the effective date of this AD.

(2) For fuel manifold assemblies with less than 2,000 CSN on the effective date of this AD, inspect prior to accumulating 3,250 CSN.

(3) Thereafter, inspect at intervals not to exceed 1,250 CIS since last inspection.

(4) If a fuel manifold assembly is found cracked, prior to further flight, replace with a serviceable fuel manifold assembly, Part Number (P/N) 2–163–620–37 or –38.

(b) Installation of a new, improved fuel manifold assembly, P/N 2–163–620–37 or –38, constitutes terminating action to the inspection requirements of paragraph (a) of this AD.

(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, 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.

(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 October 29, 1996.

James C. Jones,

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

[FR Doc. 96–28452 Filed 11–5–96; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[VA 056–5015; FRL–5647–5]

Approval and Promulgation of Air Quality Implementation Plans; Virginia; Enhanced Motor Vehicle Inspection and Maintenance Program

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed interim rule.

SUMMARY: EPA is proposing conditional, interim approval of a State Implementation Plan (SIP) revision submitted by the Commonwealth of Virginia. This revision establishes and requires the implementation of an enhanced inspection and maintenance (I/M) program in the following Northern Virginia localities: the Counties of Arlington, Fairfax, Fauquier, Loudoun, Prince William, and Stafford, and the Cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park.

The intended effect of this action is to propose conditional interim approval of the enhanced I/M program proposed by Virginia for the Northern Virginia program area, based upon the Commonwealth's good faith estimate that the proposed test-and-repair network design is appropriate and will achieve the expected emissions reductions and that the revision is otherwise in compliance with the Clean Air Act (CAA). EPA is proposing conditional approval because the Commonwealth's SIP revision is deficient with respect to certain requirements of the CAA and/or EPA's I/M program regulatory requirements.

DATES: Comments must be received on or before December 6, 1996.

ADDRESSES: Comments may be mailed to David L. Arnold, Chief, Ozone/CO and Mobile Sources Section, Mail code 3AT21, U.S. Environmental Protection Agency, Region III, 841 Chestnut Building, Philadelphia, Pennsylvania 19107. Copies of the documents relevant to this action are available for public inspection during normal business hours at the Air, Radiation, and Toxics