Since an unsafe condition has been identified that is likely to exist or develop on other engines of the same type design registered in the United States, the proposed AD would 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 would propose an optional installation of a front combustion liner with a strengthened head section C263 material as a terminating action to the inspection requirements. The actions would be required to be accomplished in accordance with the SB's 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 would take approximately 8 work hours per engine to accomplish the proposed inspections, 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 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:

Rolls-Royce plc: Docket No. 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 2, dated March 11, 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 2, dated March 11, 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.

Issued in Burlington, Massachusetts, on October 30, 1996.

James C. Jones,

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

[FR Doc. 96–28983 Filed 11–12–96; 8:45 am]

BILLING CODE 4910–13–P

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14 CFR Part 39

[Docket No. 96–ANE–25]

RIN 2120–AA64

Airworthiness Directives; AlliedSignal Inc. T5311, T5313, T5317, and T53 (Military) Series 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) T5311, T5313, T5317, and T53 series military engines approved for installation on aircraft certified in accordance with Section 21.25 of the Federal Aviation Regulations (FAR). This proposal would require removal and replacement of the N2 spur gear nut retainer (lock cup). This proposal is prompted by reports of N2 spur gear nut retainer (lock cup) separation. The actions specified by the proposed AD are intended to prevent N2 accessory drive assembly disengagement due to N2 spur gear nut retainer (lock cup) separation, which could result in an uncommanded engine acceleration.

DATES: Comments must be received by January 13, 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–25, 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: 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–25.'' 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–25, 12 New England Executive Park, Burlington, MA 01803–5299.

Discussion

The FAA has received reports of N2 spur gear nut retainer (lock cup), P/N 1–070–066–01, separation on AlliedSignal Inc. (formerly Textron Lycoming) T53 turboshaft engines. Separation of the retainer can cause the N2 accessory drive assembly to disengage. The investigation revealed that the sheet metal retainer tab was found separated in fatigue. This condition, if not corrected, could result in N2 accessory drive assembly disengagement due to N2 spur gear nut retainer (lock cup) separation, which could result in an uncommanded engine acceleration.

The FAA has reviewed and approved the technical contents of AlliedSignal Aerospace Service Bulletin (SB) No. T5311/T53–L–11–0080, dated May 28, 1996, SB No. T5313B/T5317–0081, Revision 1, dated May 28, 1996, SB No. T53–L–13B–0082, dated May 28, 1996, SB No. T53–L–13B/D–0083, dated May 28, 1996, and SB No. T53–L–703–0084, dated May 28, 1996, that describe procedures for removal and replacement of the N2 spur gear nut retainer (lock cup).

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 removal and replacement of the sheet metal lock cup with a more durable machined lock cup. The actions would be required to be accomplished in accordance with the SBs described previously.

There are approximately 450 (excluding military) engines of the affected design in the worldwide fleet. The FAA estimates that 125 (excluding military) engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 3 work hours per engine to accomplish the proposed actions, and that the average labor rate is $60 per work hour. Required parts would cost approximately $75 per engine. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $31,875.

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. 96–ANE–25.

Applicability: AlliedSignal Inc. (formerly Textron Lycoming) T5311, T5313, T5317, and T53 (military) series turboshaft engines, installed on but not limited to Bell Helicopter Textron 209, 205, and 204 series, and Kaman K–1200 series aircraft, and the following military aircraft: Bell Helicopter Textron AH–1 and UH–1, and Grumman OV–1 (turboprop installation), certified in accordance with Section 21.25 or 21.27 of the Federal Aviation Regulations (FAR).

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 (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 N2 accessory drive assembly disengagement due to N2 spur gear nut retainer (lock cup) separation, which could result in an uncommanded engine acceleration, accomplish the following:

(a) Within 300 hours time in service, or 2 years after the effective date of this AD, whichever occurs first, remove from service N2 spur gear nut retainers (lock cups), Part Number (P/N) 1–070–066–01, and replace with N2 spur gear nut retainers P/Ns 1–070–066–02 or 1–070–066–03, in accordance with the following applicable AlliedSignal Aerospace Service Bulletins (SBs):

(1) For retainers installed on T5311 and T53–L–11 (military) series engines, in accordance with SB No. T5311/T53–L–11–0080, dated May 28, 1996.

(2) For retainers installed on T5313B and T5317 series engines, in accordance with SB No. T5313B/T5317–0081, Revision 1, dated May 28, 1996.

(3) For retainers installed on T53–L–13B/SSA/SSB (military) series engines, in accordance with SB No. T53–L–13B–0082, dated May 28, 1996.

(4) For retainers installed on T53–L–13B/SSD (military) series engines, in accordance with SB No. T53–L–13B/D–0083, dated May 28, 1996.

(5) For retainers installed on T53–L–703 (military) series engines, in accordance with SB No. T53–L–703–0084, dated May 28, 1996.

(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, 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 2: 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.

(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.

Issued in Burlington, Massachusetts, on October 30, 1996.

James C. Jones,

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

[FR Doc. 96–28985 Filed 11–12–96; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 71

[Airspace Docket No. 96–ANM–010]

Proposed Amendment of Class E Airspace; Holyoke, CO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This proposed rule would amend the Holyoke, Colorado, Class E airspace to provide additional controlled airspace to accommodate Global Positioning System (GPS) and Nondirectional Beacon (NDB) standard instrument approach procedures (SIAP) at the Holyoke Airport. The area would be depicted on aeronautical charts for pilot reference.

DATES: Comments must be received on or before December 31, 1996.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Operations Branch, ANM–530, Federal Aviation Administration, Docket No. 96–ANM–010, 1601 Lind Avenue, SW, Renton, Washington 98055–4056.

The official docket may be examined at the same address.

An informal docket may also be examined during normal business hours at the address listed above.

FOR FURTHER INFORMATION CONTACT: James C. Frala, ANM–532.4, Federal Aviation Administration, Docket No. 96–ANM–010, 1601 Lind Avenue, SW, Renton, Washington 98055–4056; telephone number: (206) 227–2535.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: ''Comments to Airspace Docket No. 96–ANM–010.'' The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available for examination at the address listed above both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM's

Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Operations Branch, ANM–530, 1601 Lind Avenue, SW, Renton, Washington 98055–4056. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11–2A, which describes the application procedure.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to amend Class E airspace at Holyoke, Colorado, to provide additional controlled airspace for GPS and NDB SIAP's at the Holyoke Airport. The area would be depicted on aeronautical charts for pilot reference. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (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) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule,