

| Examination fee discounts | Amount of discount— % of base examination fee | Examination fee additions | Amount of Addition— % of base examination fee |
|---------------------------|--|---|--|
| | | Records/files at multiple locations | 10 |

(e) *Delay fee.* If, in the judgement of SBA, the time required to complete your examination is delayed due to your lack of cooperation or the condition of your records, SBA may assess an additional fee of up to \$500 per day.

Dated: April 17, 1997.

Aida Alvarez,
Administrator.

[FR Doc. 97-11109 Filed 4-29-97; 8:45 am]

BILLING CODE 8025-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-ANE-09; Amendment 39-9970; AD 97-06-13]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce plc RB.211 Trent 800 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to Rolls-Royce plc RB.211 Trent 800 series turbofan engines. This action requires initial and repetitive visual and fluorescent penetrant inspections (FPI) of the angled drive upper shroud tube for fretting and cracking, initial and repetitive visual inspections and FPI for cracking, a one-time FPI for porosity of the intermediate gearbox housing (IGH), and initial and repetitive visual inspections for cracking of the external gearbox lower bevel box (LBB) housing. In addition, this action requires initial and repetitive master magnetic chip detector inspections. Finally, prior to initiation of Extended Range Twin-Engine Operations (ETOPS), or prior to September 30, 1997, whichever occurs first, this action requires installation of a redesigned angled drive upper shroud tube and a lower splitter fairing with revised sealing. This amendment is prompted by reports of loss of oil from

the angled drive upper shroud tube, the IGH, the LBB, and by reports of bearing failures. The actions specified by this AD are intended to prevent loss of oil, which could cause an engine fire. This AD is also intended to prevent inflight engine shutdowns and airplane diversions caused by oil loss and from bearing failures.

DATES: Effective May 15, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the **Federal Register** as of May 15, 1997.

Comments for inclusion in the Rules Docket must be received on or before June 30, 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. 97-ANE-09, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be sent via the Internet using the following address: "9_ad_engineprop@faa.dot.gov". Comments sent via the Internet must contain the docket number in the subject line.

The service information referenced in this AD may be obtained from Rolls-Royce North America, Inc., 2001 South Tibbs Ave., Indianapolis, IN 46241; telephone (317) 230-3995, fax (317) 230-4743. This information may be examined 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.

FOR FURTHER INFORMATION CONTACT: Chris Gavriel, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7147, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION: The Civil Aviation Authority, which is the airworthiness authority for the United Kingdom (UK), recently notified the FAA that an unsafe condition may exist on Rolls-Royce plc RB.211 Trent 800 series turbofan engines. The CAA advises that they have received ten reports of loss of oil and one report of intermediate pressure compressor (IPC) front bearing roller retainer tang failure.

Loss of oil: The reports to the CAA indicate that oil can leak from the angled drive upper shroud tube, from the intermediate gearbox housing (IGH), or from the external gearbox lower bevel box (LBB) housing. The angled drive upper shroud tube may contact adjacent lower bifurcation structure initiating fretting on the tube. The nacelle structure may also transfer vibratory loads onto the tube to the point of fracture, causing oil leakage. The IGH, which is attached to the angled drive upper shroud tube assembly, or the LBB, which is attached to the external gearbox, can develop cracks, causing oil leakage.

Bearing failure: The reports to the CAA indicate that the IPC front bearing, and bearings in the IGH and internal gearbox can fail and cause an inflight shutdown and aircraft diversion.

These conditions, if not corrected, can result in loss of oil, that could cause an engine fire. These conditions may also result in inflight engine shutdowns and airplane diversions caused by oil loss and from bearing failures.

Rolls-Royce plc has issued the following service documents: Mandatory Service Bulletin (SB) No. RB.211-72-C089, Revision 1, dated January 24, 1997, that describes procedures for inspection of angled drive upper shroud tubes for fretting and cracks; Mandatory SB No. RB.211-72-C129, Revision 2, dated March 21, 1997, that describes procedures for inspection of the IGH for cracks and porosity and the LBB housing for cracks; SB No. RB.211-72-C114, Original, dated February 6, 1997, that describes procedures for installation of an improved angled drive upper shroud tube with a lower splitter fairing with revised sealing; and Mandatory SB No.

RB.211-79-C093, Revision 1, dated February 28, 1997, that describes procedures for inspection of the master magnetic chip detector. The CAA classified three of these service documents, identified above, as mandatory in order to assure the airworthiness of these engines.

This engine model is manufactured in the UK and is type certificated for operation in the United States (US) under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the US.

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 US, the proposed AD would require: initial and repetitive visual and FPI of the angled drive upper shroud tube for fretting and cracking, initial and repetitive visual inspections and FPI of the IGH for cracking, a one-time FPI of the IGH for porosity, and initial and repetitive visual inspections of the LBB housing for cracking. In addition, this action requires initial and repetitive master magnetic chip detector inspections. Finally, prior to initiation of Extended Range Twin-Engine Operations (ETOPS), or prior to September 30, 1997, whichever occurs first, this action requires installation of an improved angled drive upper shroud tube with a lower splitter fairing with revised sealing. The actions would be required to be accomplished in accordance with the service documents described previously. Following identification of additional corrective actions that would negate the need to continue frequent inspections, additional rulemaking may be forthcoming.

Additionally, since this AD affects ETOPS service, the requirement to install the improved angled drive upper shroud tube with a lower splitter fairing with revised sealing prior to entering ETOPS service is in accordance with the airplane ETOPS requirements and has been coordinated with and concurred by the Transport Airplane Directorate of the FAA.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good

cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD 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 97-ANE-09." The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation

under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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:

97-06-13 Rolls-Royce plc: Amendment 39-9970. Docket 97-ANE-09.

Applicability: Rolls-Royce plc (R-R) RB.211 Trent 800 series turbofan engines, installed on but not limited to Boeing 777 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 loss of oil, that could cause an engine fire, and inflight engine shutdowns and airplane diversions caused by oil loss and from bearing failures, accomplish the following:

(a) Inspect angle drive upper shroud tubes as follows:

(1) Within 50 CIS after the effective date of this AD, visually inspect and measure the fretting and fluorescent penetrant inspect

(FPI) for cracks the angle drive upper shroud tubes in accordance with R-R Service SB No. RB.211-72-C089, Revision 1, dated January 24, 1997.

(2) Thereafter, at intervals not to exceed 50 CIS since last inspection, visually inspect and measure the fretage and FPI for cracks the angled drive upper shroud tubes, in accordance with R-R SB No. RB.211-72-C089, Revision 1, dated January 24, 1997.

(3) Prior to further flight, remove from service angled drive upper shroud tubes that exhibit fretage measured in excess of 0.020 inches, or any cracks, and replace with serviceable parts.

(4) Installation of an improved angled drive upper shroud tube with a lower splitter fairing with revised sealing in accordance with R-R SB No. RB.211-72-C114, dated February 6, 1997, constitutes terminating action to the inspection requirements of paragraphs (a)(1), (a)(2), and (a)(3) of this AD.

(5) Prior to initiation of ETOPS, or prior to September 30, 1997, whichever occurs first, install an improved angled drive upper shroud tube with a lower splitter fairing with revised sealing in accordance with R-R SB No. RB.211-72-C114, dated February 6, 1997.

(b) Inspect the intermediate gearbox housing (IGH) and external gearbox lower bevel box (LBB) housing as follows:

(1) Within 5 CIS after the effective date of this AD, perform an initial visual inspection

of the IGH and LBB housing for cracks, in accordance with R-R Mandatory SB No. RB.211-72-C129, Revision 2, dated March 21, 1997.

(2) Within 10 CIS after the effective date of this AD, perform an initial FPI of the IGH for cracks, in accordance with R-R Mandatory SB No. RB.211-72-C129, Revision 2, dated March 21, 1997.

(3) Thereafter, at intervals not to exceed 5 CIS since last visual inspection, visually inspect the IGH and LBB housing for cracks, and at intervals not to exceed 10 CIS since last FPI, FPI the IGH, in accordance with R-R Mandatory SB No. RB.211-72-C129, Revision 2, dated March 21, 1997.

(4) Within 10 CIS after the effective date of this AD, perform an FPI of the IGH for porosity in accordance with R-R Mandatory SB No. RB.211-72-C129, Revision 2, dated March 21, 1997.

(5) Within the next 5 CIS, remove from service IGHs that exhibit porosity levels in excess of the acceptable criteria listed in the SB and replace with serviceable parts.

(6) Prior to further flight, remove from service cracked IGHs and LBB housings and replace with serviceable parts.

(c) Inspect the master magnetic chip detector as follows:

(1) Within 100 hours time in service (TIS) after the effective date of this AD, perform an initial inspection of the master magnetic chip detector in accordance with Mandatory SB

No. RB.211-79-C093, Revision 1, February 28, 1997.

(2) Thereafter, at intervals not less than 60 hours TIS and not greater than 130 hours TIS since last inspection, perform repetitive inspections of the master magnetic chip detector in accordance with Mandatory SB No. RB.211-79-C093, Revision 1, dated February 28, 1997.

(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 inspection requirements of this AD can be accomplished.

(f) The actions required by this AD shall be performed in accordance with the following R-R service documents:

| Document No. | Pages | Revision | Date |
|-----------------------------|-------|-------------|----------------|
| SB No. RB.211-72-C089 | 1-3 | 1 | Jan. 24, 1997. |
| Total pages: 3. | | | |
| SB No. RB.211-72-C129 | 1-3 | 2 | Mar. 21, 1997. |
| | 4-6 | 1 | Mar. 7, 1997. |
| | 7 | 2 | Mar. 21, 1997. |
| Total pages: 7. | | | |
| SB No. RB.211-72-C114 | 1-48 | Original .. | Feb. 6, 1997. |
| Supplement | 1-4 | Original .. | Feb. 6, 1997. |
| Total pages: 52. | | | |
| SB No. RB.211-79-C093 | 1,2 | 1 | Feb. 28, 1997. |
| Total pages: 2. | | | |

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 North America, Inc., 2001 South Tibbs Ave., Indianapolis, IN 46241; telephone (317) 230-3995, fax (317) 230-4743. 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.

(g) This amendment becomes effective on May 15, 1997.

Issued in Burlington, Massachusetts, on April 14, 1997.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 97-10469 Filed 4-29-97; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AEA-008]

Establishment of Class E Airspace; Mount Oliver, PA

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Mount Oliver, PA, to accommodate a Standard Instrument Approach Procedure (SIAP), Helicopter Point In Space Approach based on the Global Positioning System (GPS), serving Pittsburgh City Center Hospital Heliport. The intended effect of this action is to provide adequate controlled

airspace for instrument flight rules (IFR) operations to the heliport.

EFFECTIVE DATE: 0901 UTC, July 17, 1997.

FOR FURTHER INFORMATION CONTACT:

Mr. Frances Jordan, Airspace Specialist, Operations Branch, AEA-530, Air Traffic Division, Eastern Region, Federal Aviation Administration, Federal Building # 111, John F. Kennedy International Airport, Jamaica, New York 11430, telephone: (718) 553-4521.

SUPPLEMENTARY INFORMATION:

History

On March 11, 1997, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by establishing Class E airspace at Warren, PA (62 FR 11127). This action would provide adequate Class E