

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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

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

95-04-08 Boeing: Amendment 39-9160.
Docket 94-NM-153-AD

Applicability: Model 747-300 and -400 series airplanes equipped with BFGoodrich stretched upper deck evacuation slides, part number (P/N) 7A1323-1, -2, -3, -4, -105, -106, -107, -108, -109, or -110; certificated in any category.

Note 1: This AD applies to each airplane 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 airplanes 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 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 airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of air pressure or non-inflation of the inflation tubes of an evacuation slide, which could impede the evacuation of passengers from the airplane during an emergency, accomplish the following:

(a) Within 36 months after the effective date of this AD, modify the BFGoodrich stretched upper deck evacuation slide, P/N 7A1323(-), in accordance with the Accomplishment Instructions of BFGoodrich Service Bulletin 7A1323-25-266, Revision 1, dated September 30, 1994.

Note 2: Installation of the "product improvements," specified in paragraph 2.J. of

the Accomplishment Instructions of the service bulletin, is not required by this AD.

(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 (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, Los Angeles ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

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

(d) The modification shall be done in accordance with BFGoodrich Service Bulletin 7A1323-25-266, Revision 1, dated September 30, 1994. 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 BFGoodrich Company, Aircraft Evacuation Systems, Dept. 7916, Phoenix, Arizona 85040. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on April 6, 1995.

Issued in Renton, Washington, on February 16, 1995.

Darrell M. Pederson,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 95-4378 Filed 3-6-95; 8:45 am]

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14 CFR Part 39

[Docket No. 93-ANE-40; Amendment 39-9154; AD 95-04-02]

Airworthiness Directives; Rolls-Royce, plc RB211-524 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Rolls-Royce, plc RB211-524 series turbofan engines, that requires a one-time modification of the nozzle guide vane (NGV) assembly to incorporate vane core reinforcement inserts which would prevent release of

the stage 2 NGV seal ring, rotor contact, and severance of the rotor drive arm. This amendment is prompted by a report of an uncontained stage 1 low pressure turbine failure. The actions specified by this AD are intended to prevent release of the stage 2 NGV seal ring, which could result in an uncontained engine failure.

DATES: Effective May 8, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 8, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from Rolls-Royce, plc, P.O. Box 31, Derby, England DE2 8BJ; telephone 44-332-242424, 44-332-249936. 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: Eugene Triozzi, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7148, 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 certain Rolls-Royce, plc (R-R) RB211-524 series turbofan engines was published in the Federal Register on October 4, 1993 (58 FR 51585). That action proposed to require a one-time modification of the nozzle guide vane (NGV) assembly to incorporate vane core reinforcement inserts which would prevent release of the stage 2 NGV seal ring, rotor contact, and severance of the rotor drive arm in accordance with R-R Mandatory Service Bulletin (SB) No. RB.211-72-9672, Revision 1, dated November 6, 1992.

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 concurs with the rule as proposed.

One commenter states that the proposed rule should provide separate compliance times for spare engines. The commenter further states that the proposed rule notes that no U.S. registry engines would be affected. The commenter has one affected spare engine, and states that an acceptable

level of safety would be maintained provided the spare engine is modified within 20 months of installation. The FAA concurs in part. The FAA has revised the economic analysis of this final rule to include the one domestic spare engine. However, the FAA does not concur with the proposal to require modifying spare engines within 20 months after installation on Lockheed L-1011 aircraft, or at the next shop visit. The FAA has determined that the acceptable level of safety maintained by this AD is based on total fleet compliance within a finite period after AD issuance. The commenter's proposal to modify spare engines within 20 months after installation or at the next shop visit could allow indefinite operation of unmodified engines, if an engine were removed for use as a spare engine and subsequently installed without undergoing a shop visit. Therefore, the FAA concludes that the compliance timetable originally provided in the NPRM is appropriate to maintain an acceptable level of safety.

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 change described previously. The FAA has determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

There are approximately 300 R-R RB211-524 series turbofan engines of the affected design in the worldwide fleet. The FAA estimates that 1 spare engine of U.S. registry will be affected by this AD, that it will take approximately 37 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 \$2,420 per engine. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$4,640.

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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

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

95-04-02 Rolls-Royce, plc: Amendment 39-9154. Docket 93-ANE-40.

Applicability: Rolls-Royce, plc (R-R) Models RB211-524B-02, -524B-B-02, -524B3-02, -524B2-19, -524B2-B-19, -524C2-19, and -524C2-B-19 turbofan engines, installed on but not limited to Boeing 747 series and Lockheed L-1011 series aircraft.

Compliance: Required as indicated, unless accomplished previously.

To prevent release of the stage 2 nozzle guide vane (NGV) seal ring, which could result in an uncontained engine failure, accomplish the following:

(a) For engines installed on Boeing 747 series aircraft, modify the NGV assembly in accordance with R-R Mandatory Service Bulletin (SB) No. RB.211-72-9672, Revision 1, dated November 6, 1992, at the next shop visit, but not later than 9 months after the effective date of this airworthiness directive (AD), whichever occurs first.

(b) For engines installed on Lockheed L-1011 series aircraft, modify the NGV assembly in accordance with R-R Mandatory SB No. RB.211-72-9672, Revision 1, dated November 6, 1992, at the next shop visit, but not later than 20 months after the effective date of this AD, whichever occurs first.

(c) For the purpose of this AD, a shop visit is defined as an engine removal where engine maintenance entails separation of pairs of mating engine flanges or the removal of a disk, hub, or spool.

(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: 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.

(f) The modification shall be done in accordance with the following SB:

| Document No. | Pages | Revision | Date |
|---------------------------------|-------|----------|---------------|
| R-R SB No. RB.211-72-9672 | 1-31 | 1 | Nov. 6, 1992. |
| R-R SB Supplement | 1-2 | 1 | Nov. 6, 1992. |
| Total pages | 33 | | |

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, Derby, England DE2 8BJ; telephone 44-332-242424, fax 44-332-249936. 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 8, 1995.

Issued in Burlington, Massachusetts, on February 15, 1995.

James C. Jones,

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

[FR Doc. 95-4545 Filed 3-6-95; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 94-NM-157-AD; Amendment 39-9158; AD 95-04-06]

Airworthiness Directives; British Aerospace Model Avro 146-RJ Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all British Aerospace Model Avro 146-RJ series airplanes, that requires inspections to detect cracking of the upper main fitting of the nose landing gear (NLG), and replacement or repair of cracked parts. This amendment is prompted by reports of cracking of the upper main fitting of the NLG. The actions specified by this AD are intended to prevent failure of the main fitting, which could lead to collapse of the NLG during landing.

DATES: Effective on April 6, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 6, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from British Aerospace Holdings, Inc., Avro International Aerospace Division, P.O. Box 16039, Dulles International Airport, Washington DC 20041-6039. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1320.

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 all British Aerospace Model Avro 146-RJ series airplanes was published in the Federal

Register on November 7, 1994 (59 FR 55380). That action proposed to require repetitive eddy current or ultra high sensitivity penetrant inspections, and replacement or repair of cracked parts.

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

The commenter supports the proposed rule.

As a result of recent communications with the Air Transport Association (ATA) of America, the FAA has learned that, in general, some operators may misunderstand the legal effect of AD's on airplanes that are identified in the applicability provision of the AD, but that have been altered or repaired in the area addressed by the AD. The FAA points out that all airplanes identified in the applicability provision of an AD are legally subject to the AD. If an airplane has been altered or repaired in the affected area in such a way as to affect compliance with the AD, the owner or operator is required to obtain FAA approval for an alternative method of compliance with the AD, in accordance with the paragraph of each AD that provides for such approvals. A note has been added to this final rule to clarify this requirement.

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 change previously described. The FAA has determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

The FAA estimates that 3 airplanes of U.S. registry will be affected by this AD, that it will take approximately 2.5 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$450, or \$150 per airplane.

The total cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

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

95-04-06 British Aerospace Regional Aircraft Limited, Avro International Aerospace Division (Formerly British Aerospace, plc; British Aerospace Commercial Aircraft, Limited): Amendment 39-9158. Docket 94-NM-157-AD.

Applicability: All Model Avro 146-RJ series airplanes, certificated in any category.

Note 1: This AD applies to each airplane 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 airplanes 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 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