Proposed Rules

Federal Register
Vol. 60, No. 83
Monday, May 1, 1995

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. 95–ANE–21]

Airworthiness Directives; AlliedSignal Engines LTS101 Series Turboshaft Engines Installed on Eurocopter France Model AS–350D and SA–366G1 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD), applicable to AlliedSignal Engines (formerly Textron Lycoming) LTS101 series turboshaft engines installed on Eurocopter France (formerly Aerospatiale) Model AS–350D and SA–366G1 helicopters. This proposal would require incorporation of design modifications to the power turbine (PT) rotor. This proposal is prompted by reports of PT disk failures after No. 3 bearing failures. The actions specified by the proposed AD are intended to prevent an uncontained engine failure due to a PT disk failure.

DATES: Comments must be received by June 30, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–ANE–21, 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 Engines, 550 Main Street, Stratford, CT 06497. 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: 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:

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 95–ANE–21.'' 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. 95–ANE–21, 12 New England Executive Park, Burlington, MA 01803–5299.

Discussion

The Federal Aviation Administration (FAA) has received reports of three uncontained power turbine (PT) disk failures on AlliedSignal Engines (formerly Textron Lycoming) LTS101 series turboshaft engines. These PT disk failures were caused by No. 3 bearing failures, resulting in loss of rotor axial location, aft movement of the PT rotor, and PT shaft disengagement from the gear train drive, subsequently unloading the PT and causing rotor overspeed. The disengagement further rendered the gear train drive overspeed control inoperative; therefore, the PT overspeed progressed until disk failure. This condition, if not corrected, could result in an uncontained engine failure due to a PT disk failure.

On October 28, 1994, AlliedSignal Inc. purchased the turbine engine product line of Textron Lycoming.

The FAA has reviewed and approved the technical contents of Textron Lycoming Service Bulletin (SB) No. LTS101A–72–50–0134, Revision 1, dated June 17, 1991, and SB No. LTS101B–72–50–0128, Revision 1, dated June 17, 1991, that describe procedures for incorporation of design modifications to the PT to enhance rotor retention in the event of No. 3 bearing failure.

At the present time, this proposed airworthiness directive (AD) would require only the PT rotor retention modifications for AlliedSignal Engines Model LTS101–600A2, –600A3, and –750B2 engines. AlliedSignal Engines and several airframe manufacturers have developed electronic overspeed system (EOS) modifications for other models of the AlliedSignal Engines LTS101 series turboshaft engines. These other modifications address additional disk failures precipitated by No. 4 bearing failure, which in two cases led to power pinion gear failure and PT shaft disengagement from the power train without loss of rotor axial location, overspeed, and loss of PT overspeed protection. In separate rulemaking, the FAA will require these EOS modifications for these other models. Airworthiness directive 88–14–01, applicable to all Textron Lycoming LTS101 engines, requires repetitive inspections and monitoring of the lubrication system to prevent PT rotor disk failures due to failure of either No. 3 or No. 4 bearings. Performing the PT rotor and EOS modifications on these other models would constitute terminating action for the inspections and monitoring required by AD 88–14–

01. The FAA has requested that AlliedSignal Engines and Eurocopter France develop EOS modifications for the AlliedSignal Engines LTS101 models addressed in this proposed AD. When these modifications are available, the FAA will require these modifications in future rulemaking that would constitute terminating action to the inspection and monitoring requirements of AD 88–14–01.

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 incorporation of a modified PT rotor retention system at the next shop visit after the effective date of this AD, but not later than April 30, 1996. The FAA has determined that by that date affected engines would have at least one scheduled shop visit to incorporate modifications. The actions would be required to be accomplished in accordance with the service bulletins described previously.

The FAA estimates that 20 engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 10 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 $44,400 engine. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $900,000.

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 ''major rule'' under Executive Order 12291; (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. 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:

AlliedSignal Engines: Docket No. 95–ANE–21.

Applicability: AlliedSignal Engines (formerly Textron Lycoming) Models LTS101–600A2 and –600A3 turboshaft engines installed on Eurocopter France (formerly Aerospatiale) Model AS–350D helicopters; and LTS101–750B2 turboshaft engines installed on Eurocopter France Model SA–366G1 helicopters.

Note: This 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 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 engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent an uncontained engine failure due to power turbine (PT) disk failure, accomplish the following:

(a) Incorporate improved PT rotor retention system modifications in accordance with Textron Lycoming Service Bulletin (SB) No. LTS101A–72–50–0134, Revision 1, dated June 17, 1991, or SB No. LTS101B–72–50–0128, Revision 1, dated June 17, 1991, as applicable, at the next shop visit after the effective date of this airworthiness directive (AD) when the PT rotor is removed, but not later than April 30, 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, Engine Certification Office. The request should be forwarded through an appropriate FAA 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.

(c) Special flight permits may be issued in accordance with §§ 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 April 17, 1995.

James C. Jones,

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

[FR Doc. 95–10594 Filed 4–28–95; 8:45 am]

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14 CFR Part 39

[Docket No. 95–NM–26–AD]

Airworthiness Directives; Boeing Model 757 and 767 Series Airplanes Equipped With Sundstrand Ram Air Turbine (RAT)/Hydraulic Pumps

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 certain Boeing Model 757 and 767 series airplanes. This proposal would require replacement of the hydraulic pressure transfer tube of the ram air turbine (RAT) system with a new hose assembly. This proposal is prompted by reports that, during flight tests, the hydraulic pressure transfer tube of the RAT cracked when the RAT was extended on a Model 767 series airplane. The actions specified by the proposed AD are intended to prevent such cracking, which could result in the loss of hydraulic fluid of the center system and the inability of the RAT to pressurize the center system; this situation could lead to loss of all hydraulic system power in the event that power is lost in both engines.

DATES: Comments must be received by June 26, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 95–NM–26–AD, 1601 Lind Avenue, SW.,