

necessary to provide for global positioning system (GPS) navigation capability and other enhanced features. The proposed compliance time of four years for the EICAS installation requirements of this AD will allow a portion of the EICAS computers installed on airplanes affected by this AD to have the required EICAS message upgrade made coincidentally with those other planned EICAS changes, thereby reducing the costs and scheduling impact of such changes on operators. As indicated earlier in this preamble, the FAA specifically invites the submission of comments and other data regarding the economic aspect of this proposal.

The proposed revision to the AFM that would be required subsequent to the installation of the upgraded EICAS computers would take approximately 1 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the total cost impact of this proposed action on U.S. operators is estimated to be \$35,280, or \$60 per airplane.

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. 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:

Boeing: Docket 94–NM–140–AD.

Applicability: All Model 747–400, 757, and 767 series airplanes; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To ensure that the flight crew is appropriately aware of conditions involving a severely contaminated airplane fuel system and the associated increased potential for engine power loss, accomplish the following:

(a) For all Model 747–400 series airplanes: Within 60 days after the effective date of this AD, revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following statement. This may be accomplished by inserting a copy of this AD in the AFM.

"Respond to the EICAS STATUS CUE by checking for the following status level messages(s):

ENG 1 FUEL FILT
ENG 2 FUEL FILT
ENG 3 FUEL FILT
ENG 4 FUEL FILT

If more than one of these impending fuel filter bypass messages is displayed, airplane fuel system contamination may be present, which can result in erratic engine operation and engine flameout."

(b) For all Model 757 series airplanes, and Model 767 series airplanes powered by General Electric CF6–80A and CF6–80C2 engines, Pratt & Whitney PW 4000 engines, and Rolls-Royce RB211–524 engines: Within 60 days after the effective date of this AD, revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following statement. This may be accomplished by inserting a copy of this AD in the AFM.

"Respond to the EICAS STATUS CUE by checking for the following status level messages(s):

R ENG FUEL FILT
L ENG FUEL FILT

If more than one of these impending fuel filter bypass messages is displayed, airplane fuel system contamination may be present, which can result in erratic engine operation and engine flameout."

(c) For Model 767 series airplanes powered by Pratt & Whitney JT9D engines: Within 60 days after the effective date of this AD, revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following statement. This may be accomplished by inserting a copy of this AD in the AFM.

"If both of the following EICAS advisory level messages for impending fuel filter

bypass are displayed, and engine fuel icing is not suspected (based on the fuel temperature being too high or because engine fuel heat has been selected "on"), airplane fuel system contamination may be present, which can result in erratic engine operation and engine flameout:

R ENG FUEL FILT
L ENG FUEL FILT"

(d) For all Model 747–400 series airplanes; all Model 757 series airplanes; and Model 767 series airplanes powered by General Electric CF6–80A and CF6–80C2 engines, Pratt & Whitney PW 4000 engines, and Rolls-Royce RB211–524 engines: Accomplish the requirements of paragraph (d)(1) and (d)(2) of this AD:

(1) Within 4 years after the effective date of this AD, install an upgraded engine indication and crew alerting system (EICAS) computer that will provide "advisory" level messages to the flight crew to indicate an impending engine fuel filter bypass condition for each engine. The installation shall be accomplished in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(2) Coincidental with the installation required by paragraph (d)(1) of this AD, remove the AFM revisions required by paragraphs (a) and (b) of this AD, and revise the Limitations Section of the AFM to advise the flight crew that impending engine fuel filter bypass advisory level messages for multiple engines may indicate contamination of the airplane fuel system, which can result in erratic engine operation and engine flameout. The revision to the Limitations Section must be approved by the Manager, Seattle ACO, FAA, Transport Airplane Directorate.

(e) 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, Seattle ACO, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Operations Inspector, who may add comments and then send it to the Manager, Seattle ACO.

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

(f) 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. Issued in Renton, Washington, on May 18, 1995. Original Signed By:

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 95–12710 Filed 5–23–95; 8:45 am]

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