

_____, 800 Independence Avenue, SW., Washington, DC 20591.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Ave., SW., Washington, DC 20591; telephone (202) 267-3132. Comments may also be sent electronically to the following internet address: nprmcmts@mail.hq.faa.gov.

FOR FURTHER INFORMATION CONTACT: Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

This notice is published pursuant to paragraphs (b) and (f) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, DC on August 17, 1995.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Rulemaking

Docket No.: 27371.

*Petitioner: Homeowners of Encino.
Regulations Affected:*

14 CFR 91.119(d)

Description of Rulechange Sought:

To replace current § 91.119(d) with the following language: *Helicopters.* Helicopters operated by any municipal, county, state, or federal authority for emergency services, rescue operations, police or fire protection, may be operated at less than the minimum prescribed in paragraph (b) or (c) of this section if the operation is conducted without hazard to persons or property on the surface.

Petitioner's Reason for the Request:

The petitioner feels that the FAA should reconsider its denial of the original request to amend the rule because it did not provide sufficient determination to presented data or comments. The petitioner also requests a 60-day comment period for this reconsideration.

[FR Doc. 95-20877 Filed 8-22-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 33

[Docket No. 95-ANE-46; Notice No. 33-ANE-05]

Special Conditions: Turbomeca Model Arriel 2S1 Turboshift Engine

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed special conditions.

SUMMARY: This notice proposes special conditions for the Turbomeca Model Arriel 2S1 turboshift engine. This engine will have novel or unique engine ratings that are not defined by the applicable airworthiness regulations. This notice proposes the safety standards for those novel or unique ratings that the Administrator considers necessary to establish a level of safety equivalent to that established by the airworthiness standards of part 33 of the Federal Aviation Regulations (FAR).

DATES: Comments must be submitted on or before September 22, 1995.

ADDRESSES: Comments on this proposal may be submitted in triplicate to: Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attn: Rules Docket No. 95-ANE-46, 12 New England Executive Park, Burlington, Massachusetts 01803-5299. Comments must be marked: Docket No. 95-ANE-46. Comments may be inspected at this location between 8 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Chung Hsieh, Engine and Propeller Standards Staff, ANE-110, Engine and propeller Directorate, Aircraft Certification Service FAA, New England Region, 12 New England Executive Park, Burlington, Massachusetts 01803-5229; (617) 238-7115; Fax (617) 238-7199.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed special conditions 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 **ADDRESSES**. All communications received on or before the closing date for comments, specified under **DATES**, will be considered by the Administrator before taking action on the proposal. The proposal 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 special conditions. All comments submitted will be available in the Rules Docket for examination by interested persons, both before and after the closing date for comments. A report summarizing each substantive public

contact with FAA personnel concerning this proposal will be filed in the docket.

Comments wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit with those comments a self addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 95-ANE-46." The postcard will be date stamped and returned to the commenter.

Background

On February 25, 1994, Turbomeca applied for an amendment to Type Certificate No. E19EU to add a new Model Arriel 2S1 turboshift engine. The Model Arriel 2S1 turboshift engine, a derivative of the Arriel 1 turboshift engine will be rated at 30-Second OEI, 2-Minute one engine inoperative (OEI), Continuous OEI, Takeoff, and Maximum Continuous ratings.

The applicable airworthiness requirements do not contain 30-Second OEI and 2-Minute OEI rating definitions, and do not contain adequate or appropriate safety standards for the type certification of these new and unusual engine ratings.

Type Certification Basis

Under the provisions of section 21.101 of the Federal Aviation Regulations (FAR's) Turbomeca must show that the new Model Arriel 2S1 turboshift engine meets the applicable provisions of the regulations incorporated by reference in Type Certificate No. E19EU or the applicable regulations in effect on the date of application. The FAR's incorporated by reference in type Certificate No. E19EU are: Section 21.29 and part 33, effective February 1, 1965, as amended.

The Administrator finds that the applicable airworthiness regulations in part 33, as amended, do not contain adequate or appropriate safety standards for the Turbomeca Arriel 2S1 turboshift engine because of the new and unique engine ratings. Therefore, the Administrator proposes special conditions under the provisions of section 21.16 to establish a level of safety equivalent to that established in the regulations.

Special conditions, as appropriate, are issued in accordance with section 11.49 of the FAR after public notice and opportunity for comment, as required by sections 11.28 and 11.29(b), and become part of the type certification basis in accordance with section 21.17(a)(2).

Conclusion

This action affects only certain novel or unusual design features on one model engine. It is not a rule of general

applicability and affects only the manufacturer who applied to the FAA for approval of these features on the engine.

List of Subjects in 14 CFR Part 33

Air transportation, Aircraft, Aviation safety, Safety.

The authority citation for these special conditions is as follows:

Authority: 49 U.S.C. App. 1354(a), 1421, 1423; 49 U.S.C. 106(g).

The Proposed Special Conditions

Accordingly, the Federal Aviation Administration (FAA) proposes the following special conditions as part of the type certification basis for the Turbomeca Arriel 2S1 turboshaft engine:

(a) In addition to the requirements of section 33.7, the following ratings are defined as:

(1) **RATED 30-SECOND ONE-ENGINE-INOPERATIVE (OEI) POWER:** The approved brake horsepower developed statically in standard atmosphere at sea level, or at a specified altitude and temperature, for continued one-flight operation after the failure of one engine in multi-engine rotorcraft, limited to three periods of use, no greater than 30 seconds each, at rotor shaft rotation speed and gas temperature established for this rating by part 33 or this special condition.

(2) **RATED 2-MINUTE OEI POWER:** The approved brake horsepower, developed statically in standard atmosphere at sea level, or at a specified altitude and temperature, for continued one-flight operation, after failure of one engine in multi-engine rotorcraft, limited to three periods of use, of up to two minutes each, at rotor shaft rotation speed and gas temperature established for this rating by part 33 or this special condition.

(b) In addition to the requirements of section 33.4, the mandatory inspection and maintenance actions required following the use of the 30-Second or 2-Minute OEI rating, must be included in the airworthiness limitations section of the appropriate engine manuals.

(c) In addition to the requirements of section 33.27, the following additional test requirements must be considered. For 30-Second and 2-Minute OEI conditions, test for a period of 5 minutes—

(1) At 100 percent of the highest speed that would result from failure of the most critical component of each turbine and compressor or system in a representative installation of the engine when operating at 30-Second and 2-Minute OEI rating conditions.

(2) The test speed must take into account minimum material properties, maximum operating temperature, and the most adverse dimensional tolerances.

(3) Following the test, rotor growth and distress beyond dimensional limits for an overspeed condition is permitted for 30-Second and 2-Minute OEI rating only, provided the structural integrity of the rotor is maintained, as shown by a procedure acceptable to the Administrator.

(d) In addition to the requirements of section 33.29, the engine must provide for a means:

(1) To indicate when the engine is at either 30-Second and 2-Minute OEI-rated power level; and

(2) To determine the elapsed time of operation at 2-Minute OEI and 30-Second OEI-rated power levels.

(e) In addition to the requirements of section 33.67, the engine must provide for a means for automatic availability and automatic control of the 30-Second OEI power; and engine test runs must be performed to demonstrate automatic switching to a 30-Second OEI rating condition.

(f) In addition to the requirements of section 33.83, the following additional test requirements must be considered under section 33.83(a):

(1) For 30-Second and 2-Minute OEI rating conditions, the vibration survey shall cover the ranges of power, and both the physical and corrected rotational speeds for each rotor system, corresponding to operations throughout the range of ambient conditions in the declared flight envelope, from the minimum rotor speed up to 103 percent of the maximum rotor speed permitted for 2-Minute OEI rating, and up to 100 percent of the maximum rotor speed permitted for 30-Second OEI rating speed. If there is any indication of a stress peak arising at high physical or corrected rotational speeds, the surveys shall be extended in order to quantify the phenomenon and to ensure compliance with the requirements of section 33.63.

(g) In addition to the requirements of section 33.85, tests performed at the 30-Second and 2-Minute OEI ratings, during the applicable endurance test prescribed in section 33.87, may be used to show compliance with the requirements of section 33.85.

(h) In addition to the requirements of section 33.87, an engine test must be conducted four times, using the following test sequence, for a total of not less than 120 minutes:

(1) Takeoff Power—three minutes at rated takeoff power.

(2) 30-Second OEI power—thirty seconds at rated 30-Second OEI power.

(3) 2-Minute OEI power—two minutes at rated 2-Minute OEI power.

(4) 30-Minute OEI, Continuous OEI, or Maximum Continuous power—five minutes at rated 30-Minute OEI power, or rated Continuous OEI power, or rated Maximum Continuous power, whichever is greatest, except that during the first test sequence this period shall be 65 minutes.

(5) 50 percent takeoff power—one minute at 50 percent takeoff power.

(6) 30-second OEI power—thirty seconds at rated 30-Second OEI power.

(7) 2-minute OEI power—two minutes at rated 2-Minute OEI power.

(8) Idle power—one minute at Idle power.

(i) In addition to the requirements of section 33.88, the following must be performed:

(1) For engines that do not provide a means for temperature limiting; conduct a test for a

period of five minutes at the maximum permissible power-on RPM, with the gas temperature at least 75 degrees Fahrenheit higher than the 30-Second OEI rating operating temperature limit.

(2) For engines that provide a means for temperature limiting; conduct a test for a period of four minutes at the maximum permissible power-on RPM, with the gas temperature at least 35 degrees Fahrenheit higher than the 30-Second OEI rating operating temperature limit.

(3) A separate test engine may be used for each test.

(4) Following the test, rotor assembly growth and distress beyond serviceable limits for an overtemperature condition is permitted, provided the structural integrity of the rotor assembly is maintained, as shown by a procedure that is acceptable to the Administrator.

(j) In addition to the requirements of section 33.93, this special condition requires that the engine be completely disassembled after completing the additional testing of section 33.87. The engine may exhibit deterioration in excess of that permitted in section 33.93(b), and may include some engine parts and components that may be unsuitable for further use. It must be shown by procedures approved by the Administrator that the structural integrity of the engine, including mounts, cases, bearing supports, shafts and rotors, is maintained.

Issued in Burlington, Massachusetts, on August 14, 1995.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95-20876 Filed 8-22-95; 8:45 am]

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14 CFR Part 39

[Docket No. 95-NM-93-AD]

Airworthiness Directives; Boeing Model 747-100, -200 and -300 Series Airplanes

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 747-100, -200 and -300 series airplanes. This proposal would require an inspection to determine if hinge bolts and nuts are installed in the overhead stowage bins, and the installation of hinge bolts and nuts, if necessary. This proposal is prompted by reports that overhead stowage bins in the passenger compartment have fallen out of position due to missing hinge bolts. The actions specified by the proposed AD are intended to ensure that hinge bolts are installed in the overhead storage bins.