(b) Replacement of the lower gate hinge of the forward galley service door with an improved hinge, in accordance with Boeing Alert Service Bulletin 737–52A1124, dated January 11, 1996, constitutes terminating action for the requirements of this AD.

(c) 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 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, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(d) 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.

(e) The inspection and replacement shall be done in accordance with Boeing Alert Service Bulletin 737–52A1124, dated January 11, 1996. 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on May 24, 1996.

Issued in Renton, Washington, on May 1, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–11407 Filed 5–8–96; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95–ANE–12; Amendment 39–9609; AD 96–10–04]

Airworthiness Directives; AlliedSignal, Inc. LTS101–600 Series Turboshaft Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to AlliedSignal, Inc. LTS101–600 series turboshaft engines, that requires installation of an improved design fuel control. This amendment is prompted by reports of fuel control bearings failing prior to the recommended overhaul period. The actions specified by this AD are intended to prevent a fuel control failure, which could result in an uncommanded increase or decrease in engine power.

DATES: Effective June 13, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 13, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from AlliedSignal Engines, 111 South 34th Street, Phoenix, AZ 85072; telephone (602) 365–2493, fax (602) 365–2210. 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: Dave Keenan, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7139, 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 AlliedSignal, Inc. Models LTS101–600A–2/A–3 turboshaft engines was published in the Federal Register on August 21, 1995 (60 FR 43413). That action proposed to require the installation of an improved fuel control in accordance with AlliedSignal Engines Service Bulletin (SB) No. LTS101A–73–20–0166, Revision 1, dated November 21, 1994.

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, the manufacturer, states that since the issuance of the NPRM, AlliedSignal, Inc. has revised AlliedSignal Engines SB No. LTS101A–73–20–0166 to recommend the installation of a screened pneumatic fitting on the main fuel control (MFC). The FAA concurs in part. Both revisions of the SB address the incorporation of fuel control drive (Meldin) bearings in the MFC in the same manner, which is the primary focus of this AD. The FAA has determined that installation of a screened pneumatic fitting is not necessary to prevent a MFC failure due to lack of bearing lubrication. Therefore, this final rule references both AlliedSignal Engines SB No. LTS101A–73–20–0166, Revision 1, dated November 21, 1994, and Revision 2, dated August 1, 1995, but does not require installation of a screened pneumatic fitting.

The manufacturer also states that due to the time required to publish the NPRM and receive comments, the AD will not be published prior to compliance end-date specified in the NPRM. The FAA concurs and has extended the compliance end-date in this final rule to September 1, 1996.

In addition, the FAA is considering future rulemaking to address other aircraft installations of the AlliedSignal, Inc. LT101 series engines.

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

The FAA estimates that 216 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 2.5 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 $1,000 per engine. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $248,400.

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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

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

96–10–04 AlliedSignal, Inc.: Amendment 39–9609. Docket 95–ANE–12.

Applicability: AlliedSignal, Inc. Models LTS101–600A–2 and A–3 turboshaft engines, installed on but not limited to Eurocopter AS350 series aircraft.

Note: 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 use the authority provided in paragraph (b) to request approval from the Federal Aviation Administration (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 a fuel control failure, which could result in an uncommanded increase or decrease in available engine power, accomplish the following:

(a) At the next replacement of an affected fuel control, prior to accumulating 300 hours time in service (TIS) after the effective date of this AD, or September 1, 1996, whichever occurs first, accomplish the following in accordance with AlliedSignal Engines Service Bulletin (SB) No. LTS101A–73–20–0166, Revision 1, dated November 21, 1994, or Revision 2, dated August 1, 1995:

(1) For AlliedSignal, Inc. Model LTS101–600A–2 engines, install an improved fuel control, P/N 4–301–098–04 with ''B'' or ''BF'' stamped on the data plate after the dash number of the AlliedSignal Aerospace Equipment Division (formerly AlliedSignal Controls and Accessories/Bendix) part number, or P/N 4–301–098–15. These improved fuel controls incorporate fuel control drive (Meldin) bearings.

(2) For AlliedSignal, Inc. Model LTS101–600A–3 engines, install an improved fuel control, P/N 4–301–288–02 with ''B'' or ''BF'' stamped on the data plate after the dash number of the AlliedSignal Aerospace Equipment Division (formerly AlliedSignal Controls and Accessories/Bendix) P/N, or P/N 4–301–288–04. These improved fuel controls incorporate fuel control drive (Meldin) bearings.

(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 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.

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

(d) The actions required by this AD shall be done in accordance with the following AlliedSignal Engines SB's:

Document No.	Pages	Revision	Date
LTS101A–73–20–0166. Total Pages: 3.	1–3	1	November 21, 1994.
LTS101A–73–20–0166. Total Pages: 6.	1–6	2	August 1, 1995.

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 AlliedSignal Engines, 111 South 34th Street, Phoenix, AZ 85072; telephone (602) 365–2493, fax (602) 365–2210. 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.

(e) This amendment becomes effective on June 13, 1996.

Issued in Burlington, Massachusetts, on April 24, 1996.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96–11258 Filed 5–8–96; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 95–ANE–03; Amendment 39–9583; AD 69–09–03 R3]

Airworthiness Directives; Sensenich Propeller Manufacturing Company Inc. Models M76EMM, M76EMMS, 76EM8, and 76EM8S() Metal Propellers

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment revises an existing airworthiness directive (AD), applicable to Sensenich Propeller Manufacturing Company Inc. Models M76EMM, M76EMMS, 76EM8, and 76EM8S() metal propellers, that currently restricts operators from continuously operating the propeller at engine speeds from 2,150 to 2,350 revolutions per minute (RPM) and specifies propeller inspection and rework or replacement. This amendment eliminates the requirement to add tachometer markings on aircraft with certain additional Textron Lycoming O–360 series reciprocating engines with solid crankshafts installed, and updates the referenced Sensenich Propeller Company Inc. service bulletin to the latest revision. Reworking of all affected propeller models remains a requirement of the AD, regardless of engine installation. This amendment is prompted by inquiries concerning tachometer red arc restrictions on certain Textron Lycoming O–360 series reciprocating engines with solid crankshafts. The actions specified by this AD are intended to prevent propeller blade tip fatigue failure, which can result in loss of control of the aircraft.

DATES: Effective June 13, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 13, 1996.

ADDRESSES: The service information referenced in this AD may be obtained from Sensenich Propeller Manufacturing Company Inc., 519 Airport Road, Lititz, PA 17543; telephone (717) 569–0435, fax (717) 560–3725. 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., 7th Floor, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Raymond J. O'Neill, Aerospace