

notice contains a summary of certain petitions requesting the initiation of rulemaking procedures for the amendment of specified provisions of the Federal Aviation Regulations and of denials or withdrawals of certain petitions previously received. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received October 11, 1996.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rules Docket No. _____, 800 Independence Avenue, SW., Washington, D.C. 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, D.C. 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, D.C. on August 7, 1996.

Donald P. Byrne,
Assistant Chief Counsel for Regulations.

Petitions for Rulemaking

Docket No.: 28624.

Petitioner: Mr. Robert F. Yarmey.

Regulations Affected: 14 CFR 97.20.

Description of Rulechange Sought: To prohibit a circling approach from west of the Pitkin County (Colorado) airport (Sardi Field).

Petitioner's Reason for the Request:

The petitioner feels that such change would reflect the spirit of the FAA's requirement to take timely and appropriate action by reducing the possibility or recurrence of accidents.

[FR Doc. 96-20513 Filed 8-9-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 96-ANE-15]

RIN 2120-AA64

Airworthiness Directives; AlliedSignal Inc. GTCP85 Series Auxiliary Power Units

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to AlliedSignal Inc. (formerly Garrett Auxiliary Power Division) GTCP85 Series auxiliary power units (APUs), that currently requires removing the existing turbine wheel shroud and installing one constructed of Hastelloy "S" material, or installing a containment augmentation ring. This action would delete the option of installing a turbine shroud constructed of Hastelloy "S" material. This proposal is prompted by a report of insufficient APU containment capability with the Hastelloy "S" shroud alone installed. The actions specified by the proposed AD are intended to prevent turbine shroud fragments from exiting the APU and puncturing the APU compartment, which could result in reduced fire extinguishing capability in the APU compartment.

DATE: Comments must be received by October 11, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-ANE-15, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be submitted to the Rules Docket by using the following Internet address: "epd-adcomments@mail.hq.faa.gov". All comments must contain the Docket No. in the subject line of the comment. 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 Aerospace, Attn: Data Distribution, M/S 64-3/2101-201, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493, fax (602) 365-5577. 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:

Robert Baitoo, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; telephone (310) 627-5245; fax (310) 627-5210.

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 96-ANE-15." 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. 96-ANE-15, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

On April 13, 1993, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 93-07-13, Amendment 39-8545 (58 FR 21917, April 26, 1993), applicable to AlliedSignal Inc. (formerly Garrett Auxiliary Power Division) GTCP85 Series auxiliary power units (APUs), to require removing the existing turbine wheel shroud and installing one constructed of Hastelloy "S" material, or installing a containment

augmentation ring. That action was prompted by an incident in which the one-piece cast turbine wheel separated and subsequently impacted the turbine wheel shroud, fragmenting the shroud into four segments. Two of these shroud fragments exited the APU. In that instance, the shroud was constructed of Inconel 718 material, and a containment augmentation ring, Part Number (P/N) 3612249-1, had been installed. That condition, if not corrected, could result in turbine shroud fragments exiting the APU and puncturing the APU compartment, which could result in reduced fire extinguishing capability in the APU compartment.

Since the issuance of that AD, the FAA received a report that an APU with turbine shroud constructed of Hastelloy "S" material, P/N 3611904-1, experienced an uncontained failure. The FAA's investigation revealed that the turbine shroud alone may not provide adequate containment under all conditions, and that a containment augmentation ring must be added to ensure that engine fragments do not puncture the APU compartment.

The FAA has reviewed and approved the technical contents of AlliedSignal Aerospace Alert Service Bulletin (ASB) No. GTCP85-49-A7189, Revision 1, dated July 19, 1996; and AlliedSignal Aerospace ASB No. GTCP85-49-A6706, Revision 2, dated November 28, 1994, AlliedSignal Aerospace ASB No. GTCP85-49-A6706, Revision 1, dated November 12, 1993, or Garrett ASB No. GTCP85-49-A6706, Original, dated December 7, 1992. These ASB's describe procedures for installing a containment augmentation ring.

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 supersede AD 93-07-13 to require installing an improved containment augmentation ring, P/N 3616426-1, or P/N 3616426-3, which is a redesigned containment augmentation ring to allow installation on certain APU's that cannot accept the -1 containment augmentation ring. The containment augmentation rings, P/Ns 3616426-1 and 3616426-3, improve the containment capability of the APU relative to the earlier containment augmentation ring, P/N 3612249-1, by preventing turbine shroud fragments from passing around the containment augmentation ring. The installation must be accomplished within 24 months after the effective date of this AD, for flight operable APUs, and within 36 months after the effective date of this AD, for APUs that are operable on the ground only. The actions would

be required to be accomplished in accordance with the ASB's described previously.

There are approximately 1,050 APU's of the affected design in the worldwide fleet. The FAA estimates that 350 APU's installed on aircraft of U.S. registry would be affected by this proposed AD, and that it would take no additional work hours if the proposed actions are accomplished when the APU is already disassembled in the shop. Required parts would cost approximately \$1,550 per APU. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$542,500.

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 USC 106(g), 40113, 44701.

39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-8545 (52 FR

45163, November 25, 1987) and by adding a new airworthiness directive to read as follows:

Allied Signal Inc.: Docket No. 96-ANE-15. Supersedes AD 93-07-13, Amendment 39-8545.

Applicability: AlliedSignal Inc. (formerly Garrett Auxiliary Power Division) GTCP85 series auxiliary power units (APU's), incorporating a one-piece cast turbine wheel, Part Numbers (P/Ns) 968095-X, 3604604-X, 3606982-1, or 3842072-X (where "X" denotes any number). These APUs are installed on but not limited to the following aircraft: British Aerospace BAC 1-11 series; Boeing 707, 727, and 737 series; Lockheed L382 series; and McDonnell Douglas DC-8-70, DC-9, and MD-88 series aircraft.

Note: This airworthiness directive (AD) applies to each APU 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 APUs that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent turbine shroud fragments from exiting the APU and puncturing the APU compartment, which could result in reduced fire extinguishing capability in the APU compartment, accomplish the following:

(a) For flight operable APUs, within 24 months after the effective date of this AD, accomplish either of the following:

(1) Install a containment augmentation ring, P/N 3616426-3, in accordance with AlliedSignal Aerospace Alert Service Bulletin (ASB) No. GTCP85-49-A7189, Revision 1, dated July 19, 1996; or

(2) Install a containment augmentation ring, P/N 3616426-1, in accordance with AlliedSignal Aerospace ASB No. GTCP85-49-A6706, Revision 2, dated November 28, 1994, AlliedSignal Aerospace ASB No. GTCP85-49-A6706, Revision 1, dated November 12, 1993, or Garrett ASB No. GTCP85-49-A6706, Original, dated December 7, 1992.

(b) For APUs that are operable on the ground only, within 36 months after the effective date of this AD, accomplish either of the following:

(1) Install a containment augmentation ring, P/N 3616426-3, in accordance with AlliedSignal Aerospace ASB No. GTCP85-49-A7189, Revision 1, dated July 19, 1996; or

(2) Install a containment augmentation ring, P/N 3616426-1, in accordance with AlliedSignal Aerospace ASB No. GTCP85-49-A6706, Revision 2, dated November 28, 1994, AlliedSignal Aerospace ASB No. GTCP85-49-A6706, Revision 1, dated

November 12, 1993, or Garrett ASB No. GTCP85-49-A6706, Original, dated December 7, 1992.

(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, Los Angeles Aircraft 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, Los Angeles Aircraft Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Los Angeles Aircraft Certification Office.

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

Issued in Burlington, Massachusetts, on July 31, 1996.

Mark C. Fulmer,

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

[FR Doc. 96-20396 Filed 8-9-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-CE-28-AD]

RIN 2120-AA64

Airworthiness Directives; Industrie Aeronautiche E Meccaniche Model Piaggio P-180 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to certain Industrie Aeronautiche E Meccaniche (I.A.M.) Model Piaggio P-180 airplanes. The proposed action would require replacing certain AlliedSignal Aerospace outflow/safety valves in the pressurization system with new or serviceable valves. Reports of cracking of the poppet within the primary and secondary outflow valves on two of the affected airplanes prompted the proposed action. Investigation has revealed problems during the manufacturing process of certain AlliedSignal outflow/safety valves. The actions specified by the proposed AD

are intended to prevent outflow/safety valve cracking and subsequent failure, which could result in rapid decompression of the airplane.

DATES: Comments must be received on or before October 7, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-28-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from AlliedSignal Aerospace, Technical Publications, Department 65-70, P.O. Box 52170, Phoenix, Arizona 85072-2170. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Edward S. Chalpin, Program Manager, Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium; telephone (322) 513-2717; facsimile (322) 230-6899; or Mr. Roman T. Gabrys, Project Officer, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64105; telephone (816) 426-6932; facsimile (816) 426-2169.

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 that

summarizes 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 No. 96-CE-28-AD." 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, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-28-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The Registro Aeronautico Italiano (RAI), which is the airworthiness authority for Italy, recently notified the FAA that an unsafe condition may exist on I.A.M. Model Piaggio P-180 airplanes. The RAI reports cracking of the poppet within the primary and secondary outflow/safety valves on two of the affected airplanes. Investigation has revealed problems during the manufacturing process of certain AlliedSignal Aerospace outflow/safety valves. The condition is traced to one of two lots (batch-runs) of molded poppets installed in valves during 1991. Research of these lots has revealed brittleness of these parts, which is characteristic of improper processing during injection molding. Tensile stress then develops upon installation of the poppet, which leads to hairline cracks. Small cracks have no effect, but can develop into larger cracks that cause an increase in the valve operating pressure, which could result in cabin depressurization.

Applicable Service Information

AlliedSignal Aerospace has issued Service Bulletin (SB) 103742-21-4059 and SB 103744-21-4060, both dated March 31, 1995. These service bulletins specify procedures for determining whether an I.A.M. Model Piaggio P-180 airplane has one of the affected outflow/safety valves installed. The service bulletins also reference the applicable outflow/safety valves as follows:

SB referenced in	Valve model	Valve serial Nos.
103742-21-4059	103742-ALL	21-121 through 21-131; 21-133 through 21-136; 21-138 through 21-140; 59-105; 79-116 through 79-119; 95-101; and 95-102.