3504, Revision 1, dated July 2, 1993, and replace with a serviceable fan rotor disk.

(c) Incorporate new eddy current inspection procedures in accordance with ASB No. TFE731–A72–3578, dated May 31, 1995, within 30 days after the effective date of this AD. Fan rotor disks requiring eddy current inspection, prior to the incorporation of the new eddy current procedure previously mentioned, may be inspected in accordance with AlliedSignal Inc. ASB No TFE731–A72–3504 dated November 25, 1992, or TFE731–A72–3504, Revision 1, dated July 2, 1993.

(d) Eddy current inspect fan rotor disks, P/N 3072162–1 through –4, 3073436–1 through –4, 3073539–2, and 3074529–2, in accordance with the Accomplishment Instructions of AlliedSignal Inc. ASB No. TFE731–A72–3578, dated May 31, 1995, and if necessary, replace with a serviceable disk, as follows:

(1) For fan rotor disks listed by S/N in Table 2 of Allied-Signal Inc. ASB No. TFE731–A72–3504, dated November 25, 1992, or AlliedSignal Inc. ASB No. TFE731–A72–3504, Revision 1, dated July 2, 1993, inspect, and if necessary, replace with a serviceable fan rotor disk within 50 cycles in service (CIS) after April 9, 1993 (effective date of AD 92–26–09).

(2) For the 10 added fan rotor disks listed by S/N in Table 3 of AlliedSignal Inc. ASB No. TFE731–A72–3504, Revision 1, dated July 2, 1993, with 5,000 or more CIS since new on January 18, 1994 (effective date of AD 93–25–16), inspect, and if necessary, replace with a serviceable fan rotor disk, within the next 50 CIS after January 18, 1994 (effective date of AD 93–25–16).

(3) For fan rotor disks listed by S/N in Table 3 of AlliedSignal Inc. ASB No. TFE731–A72–3504, Revision 1, dated July 2, 1993, other than the 10 added fan rotor disks, with 5,000 or more CIS since new on April 9, 1993, (effective date of AD 92–26–09), inspect, and if necessary, replace with a serviceable fan rotor disk, within the next 50 CIS after April 9, 1993 (effective date of AD 92–26–09).

(4) For the 10 added fan rotor disks listed by S/N in Table 3 of AlliedSignal Inc. ASB No. TFE731–A72–3504, Revision 1, dated July 2, 1993, with less than 5,000 CIS since new on January 18, 1994, (effective date of AD 93–25–16), inspect, and if necessary, replace with a serviceable fan rotor disk within the next 100 CIS after January 18, 1994, (effective date of AD 93–25–16) or prior to accumulating 5,050 CIS since new, whichever occurs first.

(5) For fan rotor disks listed by S/N in Table 3 of AlliedSignal Inc. ASB No. TFE731–A72–3504, Revision 1, dated July 2, 1993, other than the 10 added fan rotor disks, with less than 5,000 CIS since new on April 9, 1993 (effective date of AD 92–26–09), inspect, and if necessary, replace with a serviceable fan rotor disk, within the next 100 CIS after April 9, 1993 (effective date of AD 92–26–09), or prior to accumulating 5,050 CIS since new, whichever occurs first.

(6) For fan rotor disks listed by S/N in Table 4 of AlliedSignal Inc. ASB No. TFE731–A72–3504, Revision 1, dated July 2, 1993, inspect, and if necessary, replace with a serviceable fan rotor disk, within the next 100 CIS after January 18, 1994, (effective date of AD 93–25–16).

(7) For fan rotor disks listed by S/N in Table 1 of AlliedSignal Inc. ASB No. TFE731–A72–3578, dated May 31, 1995, inspect, and if necessary, replace with a serviceable disk, within 50 CIS after the effective date of this AD.

(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, 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.

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

(g) The actions required by this AD shall be done in accordance with the following service documents:

Document No.	Pages	Revision	Date
AlliedSignal Inc. ASB No. TFE731–A72–3578 ..... Total pages: 12.	1–12	Original	May 31, 1995.
Allied-Signal Inc. ASB No. TFE731–A72–3504 ..... Total pages: 24.	1–24	Original	November 25, 1992.
Allied-Signal Inc. ASB No. TFE731–A72–3504 ..... Total pages: 28.	1–28	Revision 1	July 2, 1993.

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 Aerospace, Attn: Data Distribution, M/S 64–03/2101–201, P.O. Box 29003, Phoenix, AZ 85038–9003; telephone (602) 365–2493, fax (602) 365–5577. 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.

(h) This amendment becomes effective on March 15, 1996.

Issued in Burlington, Massachusetts, on February 2, 1996.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96–4243 Filed 2–28–96; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 39

[Docket No. 94–ANE–56; Amendment 39–9513; AD 96–04–02]

Airworthiness Directives; AlliedSignal Inc., ALF502L Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to AlliedSignal Inc. (formerly Textron Lycoming) ALF502L series turbofan engines, that establishes reduced retirement life limits for stage 1 and stage 3–7 compressors disks, and stage 2 turbine disks, and provides a drawdown schedule for disks already beyond the reduced retirement life limits. This amendment is prompted by new life analyses of these components. The actions specified by this AD are intended to prevent disk failure, which could result in an inflight engine shutdown and extensive engine damage.

DATES: Effective April 29, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 29, 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: 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: 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. (formerly Textron Lycoming) ALF502L series turbofan engines was published in the Federal Register on February 28, 1995 (60 FR 10811). That action proposed to establish reduced retirement life limits for stage 1 and stage 3–7 compressors disks, and stage 2 turbine disks, and provide a drawdown schedule for disks already beyond the reduced retirement life limits. These actions must be performed in accordance with AlliedSignal Engines Service Bulletin (SB) No. ALF 502 72–0004, Revision 12, dated November 30, 1994, that describes reduced retirement lives for affected components; and AlliedSignal Engines SB No. ALF502L 72–281, dated November 30, 1994, that describes a drawdown schedule for disks already beyond the reduced retirement life limits.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

There are approximately 184 engines of the affected design in the worldwide fleet. The FAA estimates that 50 engines installed on aircraft of U.S. registry will be affected by this AD, and that the prorated reduced service life cost based on the cost of a new disk is approximately $16,400 per engine. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $820,000.

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:

94–04–02 AlliedSignal Inc.: Amendment 39–9513. Docket 94- ANE–56.

Applicability: AlliedSignal Inc. (formerly Textron Lycoming) ALF502L, L–2, L–2A, L–2C, and L–3 turbofan engines installed on but not limited to Canadair Challenger CL600 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 (c) 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 disk failure, which could result in an inflight engine shutdown and extensive engine damage, accomplish the following:

(a) Remove from service stage 1 and stage 3–7 compressor disks, and stage 2 turbine disks, in accordance with the drawdown schedule and procedures described in AlliedSignal Engines Service Bulletin (SB) No. ALF502L 72- 281, dated November 30, 1994.

(b) This AD establishes new, reduced retirement life limits for stage 1 and stage 3–7 compressor disks, and stage 2 turbine disks, in accordance with AlliedSignal Engines SB No. ALF 502 72–0004, Revision 12, dated November 30, 1994.

(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, 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.

(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.

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

Document No.	Pages	Revision	Date
ALF502L 72–281 ..... Total pages: 4.	1–4	Original	November 30, 1994.
ALF 502 72–0004 ..... Total pages: 23.	1–23	12	November 30, 1994.

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.

(f) This amendment becomes effective on April 29, 1996.

Issued in Burlington, Massachusetts, on February 2, 1996.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 96–4242 Filed 2–28–96; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 39

[Docket No. 96–NM–02–AD; Amendment 39–9526; AD 96–03–02 R1]

Airworthiness Directives; Boeing Model 767 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This amendment clarifies information in an existing airworthiness directive (AD), applicable to certain Boeing Model 767 series airplanes, that currently requires inspections to detect cracking and corrosion of the aft trunnion of the outer cylinder of the main landing gear (MLG) and various follow-on actions. That amendment also provides for termination of the inspections by repairing the outer cylinder and installing new aft trunnion bushings. The actions specified in that AD are intended to prevent the collapse of the MLG due to fracture of the aft trunnion outer cylinder. This amendment clarifies an inspection requirement of that AD. This amendment is prompted by communications received from affected operators that certain of the current requirements of the AD are unclear.

DATES: Effective February 16, 1996.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of February 16, 1996 (61 FR 3552, February 1, 1996).

ADDRESSES: The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. This information may be examined at the Federal Aviation Administration (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.

FOR FURTHER INFORMATION CONTACT: James G. Rehrl, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2783; fax (206) 227–1181.

SUPPLEMENTARY INFORMATION: On January 22, 1996, the FAA issued AD 96–03–02, amendment 39–9497 (61 FR 3552, February 1, 1996), which is applicable to certain Boeing Model 767 series airplanes. That AD requires various inspections to detect cracking and corrosion of the aft trunnion and various follow-on actions. That AD also provides operators with the option of terminating the requirement for the repetitive inspections by repairing the outer cylinder, and replacing the aft trunnion and crossbolt bushings with new bushings. That action was prompted by a report of the collapse of the right main landing gear (MLG) due to fracture of the aft trunnion outer cylinder. The actions required by that AD are intended to prevent the collapse of the MLG due to stress corrosion cracking of the aft trunnion of the outer cylinder.

Since the issuance of that AD, the FAA has received communications from some affected operators questioning the inspection requirements of paragraph (a) of the AD. That paragraph states that operators are to perform the inspections described in ''Part 3 of the Accomplishment Instructions of Boeing Alert Service Bulletin 767–32A0151, dated November 30, 1995.'' The operators question whether ''Part 3'' is a typographical error that should have read ''paragraph III.''

The FAA finds that clarification is necessary. Paragraph III of Boeing Alert Service Bulletin 767–32A0151 is entitled ''Accomplishment Instructions.'' Within paragraph III are five separate parts, entitled ''Parts 1, 2, 3, 4, and 5,'' each of which describes various inspection procedures and follow-on actions.

The FAA's intent in AD 96–03–02 was to require that operators perform all of the inspections (and follow-on actions) described in Parts 1, 2, 3, 4, and 5, of paragraph III, ''Accomplishment Instructions,'' of the referenced service bulletin. The **SUPPLEMENTARY INFORMATION** section of the preamble to that AD correctly described all of the inspections contained in Parts 1, 2, 3, 4, and 5, of paragraph III of the service bulletin, as those inspections that would be required by the AD. However, the wording of paragraph (a) of AD 96–03–02 inadvertently was published as, ''Perform the inspections described in Part 3 of the Accomplishment Instructions of Boeing Alert Service Bulletin 767–32A0151 * * *'' With this wording, operators may incorrectly interpret paragraph (a) as requiring the accomplishment of only the inspections that are described in Part 3 of paragraph III of the service bulletin. Such misinterpretation could result in operators failing to perform the required inspections that are described in Parts 1, 2, 4, and 5, of paragraph III.

Since it is obvious that, currently, the requirements of AD 96–03–02 are not clearly worded, the FAA has determined that the wording of paragraph (a) of the AD must be revised to clarify the required actions. This action revises paragraph (a) to state that operators must perform all of the inspections described in paragraph III, ''Accomplishment Instructions,'' of the Boeing alert service bulletin.

Action is taken herein to clarify these requirements of AD 96–03–02 and to correctly add the AD as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The final rule is being reprinted in its entirety for the convenience of affected operators. The effective date remains February 16, 1996.

Since this action only clarifies a current requirement, it has no adverse economic impact and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Correction

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 U.S.C. 106(g), 40113, 44701.