install a pipe assembly, part number AYK7002–876, –877, –878, –879, –880, and –881; AYK7136–1; and AYK7137–1; on any airplane.–

(6) For airplanes listed in McDonnell Douglas DC–10 Service Bulletin 27–208, dated September 5, 1989: Replace eight end caps of the trim control valve of the horizontal stabilizer with new end caps having a larger inside radius, in accordance with the service bulletin. As of the effective date of this AD, no person shall install an end cap, part number AJG7020–503; or valve assembly, part number AJG7041–5535, –5533, –5531, –5529, –5527, –5525, –5523, –5521, –5519, –5517, –5515, –5513, –5511, –5509, –5507, –5505, –5503, –5501, or –5001; on any airplane.–

(7) For airplanes listed in McDonnell Douglas DC–10 Service Bulletin 27–209, dated October 20, 1989: Inspect the nuts on the shaft assembly for looseness, proper orientation, excess backlash, and engagement of the washer locking tab, in accordance with the service bulletin. As of the effective date of this AD, no person shall install a drive assembly, part number AJH7337–505, on any airplane unless that assembly has been modified in accordance with the service bulletin.–

(i) If no discrepancy is found, no further action is required by this paragraph.–

(ii) If any discrepancy is found, prior to further flight, replace the fuse pin, adjust backlash, and properly position and tighten the nuts in accordance with the service bulletin.–

(8) For airplanes listed in McDonnell Douglas Service Bulletin 29–109, Revision 1, dated September 22, 1978: Install an indication system on the reversible motor pump in accordance with the service bulletin. As of the effective date of this AD, no person shall install a nameplate, part number ABN7191–1124, –1125, –1126, –872, –873, –874, –878, or –1084; a support, part number 2394536–509; or a plate, part number 2710497–1–6; on any airplane.–

(9) For airplanes listed in McDonnell Douglas DC–10 Service Bulletin 29–125, Revision 2, dated October 23, 1987: Modify the main hydraulic power system in accordance with the service bulletin. As of the effective date of this AD, no person shall install an annunciator panel, part number 102200–268, or –274, on any airplane unless that panel has been modified in accordance with the service bulletin.–

(10) For airplanes listed in McDonnell Douglas DC–10 Service Bulletin 32–134, dated March 22, 1977: Modify the aft antiskid manifold on the left and right main landing gear in accordance with the service bulletin. As of the effective date of this AD, no person shall install a bracket, part number ARG7291–1, ARG7291–501,ARG7485–501, or ARG7485–502 on any airplane. As of the effective date of this AD, no person shall install a main landing gear assembly, part number ARG7393-(Any Configuration), on any airplane unless that assembly has been modified in accordance with the service bulletin.–

(11) For airplanes listed in McDonnell Douglas DC–10 Service Bulletin 32–143, dated August 8, 1978: Install protective shields over the brake and antiskid piping located on the aft side of the left and right main landing gear in accordance with the service bulletin. As of the effective date of this AD, no person shall install a support, part number ARG7551–1 or ARG7552–1, or bracket, part number AEP8009–25, on any airplane. As of the effective date of this AD, no person shall install a main landing gear assembly, part number ARG7393-(Any Configuration), on any airplane unless that assembly has been modified in accordance with the service bulletin.–

(12) For airplanes listed in McDonnell Douglas DC–10 Service Bulletin 32–157, Revision 1, dated October 29, 1980: Install a doubler on the web assembly between the wheel wells of the center landing gear and the right main landing gear; install a fiberglass deflector assembly on the shock strut of the centerline landing gear; replace the pressure gage manifold of the shock strut; and install an instruction plate and adding precaution instruction markings in the wheel well of the right main landing gear and on the forward door of the center landing gear in accordance with the service bulletin. As of the effective date of this AD, no person shall install a manifold, part number AYK7162–501, on any airplane.–

(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, Los Angeles 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, Los Angeles ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(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 airplane to a location where the requirements of this AD can be accomplished. Issued in Renton, Washington, on December 28, 1994.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–62 Filed 1–3–95; 8:45 am]

BILLING CODE 4910–13–U

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14 CFR Part 39

[Docket No. 94–ANE–64]

Airworthiness Directives; Textron Lycoming LTS101 Series Turboshaft and LTP101 Series Turboprop Engines

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 Textron Lycoming LTS101 series turboshaft and LTP101 series turboprop engines. This proposal would require replacement of cast material axial compressor rotors with wrought material axial compressor rotors that have improved fatigue characteristics and material properties. This proposal is prompted by 36 reports of axial compressor blade failures on cast rotors. The actions specified by the proposed AD are intended to prevent engine power loss and inflight engine shutdown.

DATES: Comments must be received by February 3, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94–ANE–64, 12 New England Executive Park, Burlington, MA 01803–5299. 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 Textron Lycoming, 550 Main Street, Stratford, CT 06497. 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: Eugene Triozzi, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7131, fax (617) 238–7199.

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