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 estimates that 7,000 engines installed on aircraft of U.S. registry will be affected by the initial records search described in paragraph (a) of the compliance section. The FAA has estimated that the initial records search will take approximately two hours per engine and that the average labor rate is $60. per work hour. Furthermore, the FAA estimates that 350 engines installed on aircraft of U.S. registry will be affected by paragraph (b) of this AD, that it will take approximately 120 work hours per engine to accomplish the actions required by paragraph (b), and that the average labor rate is $60 per work hour. It will also take an estimated three work hours per engine to accomplish an additional records review, and the FAA estimates that parts will cost approximately $16,000 per engine. Based on these figures, the FAA estimates that total cost impact of the AD on U.S. operators is estimated to be $9,023,000.

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), 40101, 40113, 44701.

§ 39.13 [Amended]

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

95–16–08 AlliedSignal, Inc.: Amendment 39–9328. Docket 94–ANE–10.

Applicability: AlliedSignal, Inc. (formerly Allied-Signal, Inc., Garrett Engine Division, Garrett Turbine Engine Company, and AiResearch Manufacturing Co. of Arizona), TPE331–25, –43, –1, –2, –3, –5, –6, –8, –10, –11, and –12 series, and -55B and -61A Model turboprop engines; and TSE331–3U Model turboshaft engines. These engines are installed on but not limited to Mitsubishi MU–2B series (MU–2 series); Construcciones Aeronauticas, S.A. (CASA) C–212 series; Jetstream 3101 and 3201 series; Fairchild SA226 and SA227 series; Prop-Jets, Inc. Model 400; Cessna Model 441; Twin Commander Aircraft Corp. 680, 690, and 695 series, and Model 681; Rockwell Commander or Ayres Corp. S–2R series; Short Brothers and Harland, Ltd. SC7; Dornier 228 Series; Beech Aircraft Corp. 18 and 45 series and Models JRB–6, 3N, 3NM, 3TM, and B100; Pilatus PC–6 series; DeHavilland DH 104 Dove series; Grumman Model TS–2A; Grumman American Model G–164C; and Schweitzer Aircraft Corp. Model G–164 series aircraft.

Note: This 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 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 uncontained failure of turbine rotors, fire, or loss of aircraft control, accomplish the following:

(a) Within 400 cycles in service (CIS) after the effective date of this AD, review engine life limited part logs, engine repair and maintenance records, maintenance purchase receipts, and aircraft maintenance records (collectively referred to as ''records'') to identify any engine repair, assembly, or modification that was performed by, or any life limited turbine components received from Fliteline Maintenance, located in Wharton, Texas, domestic repair station certificate number GR2R856K; or Mr. Eugene E. Shanks, mechanic certificate number 1914482; or Mr. Carl Ramirez, mechanic certificate number 466432551 (collectively referred to as ''Fliteline'').

(b) Within 400 CIS after the effective date of this AD, for engines or components identified in accordance with paragraph (a) of this AD, accomplish the following:

(1) If records or other pertinent information indicate that the engine was disassembled beyond aft turbine mainshaft nut removal from the tie bolt by Fliteline, verify life limited turbine components and take appropriate action by the following methods:

(i) Remove, disassemble the engine, compare, and match each component's part number (P/N) and serial number (S/N) against that engine's issued life limited part logs. Engine hot section inspection or overhaul normally requires comparing and matching of turbine components with the life limited part logs. An engine hot section inspection or overhaul, subsequent to maintenance by Fliteline, and performed by the engine manufacturer, an FAA certified repair station, or an FAA certified mechanic, other than Fliteline, constitutes compliance with paragraph (b)(1)(i) of this AD.

(ii) Validate all Fliteline life limited part log entries by utilizing the component's hourly and cyclic life immediately before the Fliteline entry, as determined by records of the engine manufacturer or FAA certified repair stations other than Fliteline. A life limited part log entry is defined as a removal or installation record. Photocopied life limited part logs may be used provided component history can be established.

Note: Engine manufacturer record and service information referred to in the AD can be attained by calling AlliedSignal Engines Customer Information Center, telephone (800) 338–3378 or (602) 231–5287.

(iii) If the P/N, S/N, hourly and cyclic lives or the life limited part log of each life limited turbine component do not match or can not be validated, remove the component from service prior to further flight and replace with a serviceable component.

(2) Verify that any requirements of AD's signed off by Fliteline were actually accomplished by visual examination or reinspection of the affected components in accordance with the applicable AD. A complete engine overhaul or other maintenance necessary to accomplish applicable AD requirements, subsequent to maintenance by Fliteline, and performed by the engine manufacturer, an FAA certified repair station, or an FAA certified mechanic, other than Fliteline, constitutes compliance with paragraph (b)(2) 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, Los Angeles Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then