

Docket Number 95-ANE-12." 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. 95-ANE-12, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

The AlliedSignal, Inc. Models LTS101-600A-2/A-3 turboshaft engine utilizes an AlliedSignal Aerospace Equipment Division (formerly AlliedSignal Controls and Accessories/Bendix) fuel control, Part Number (P/N) 4-301-098-XX or P/N 4-301-288-XX, mated to a Chandler Evans fuel pump, P/N 4-301-128-03. An early design of the LTS101 fuel pump shaft seal had a tendency to leak fuel briefly during engine starts. As the fuel control shaft mates with the fuel pump shaft, the leakage could enter the fuel control drive bearings, which are lubricated with Rheotemp 500, a blue grease for which fuel is a solvent. The fuel control bearing grease could then become washed out, and the bearings may not be capable of continuing to operate for the recommend overhaul period of 2,400 hours. This condition, if not corrected, could result in a fuel control failure, which could result in an uncommanded increase or decrease in engine power.

To reduce the impact of blue grease washout, AlliedSignal Aerospace Equipment Division has improved the bearing design by using the existing ball bearing with a Meldin impregnated bearing retainer (cage). Meldin 8100 is a porous polyimide that retains Rheotemp 500 grease after exposure to fuel.

The Federal Aviation Administration (FAA) has reviewed and approved the technical contents of AlliedSignal Engines Service Bulletin (SB) No. LTS101A-73-20-0166, Revision 1, dated November 21, 1994, that describes procedures for installing improved fuel controls.

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 require the installation of an improved fuel control in accordance with Service Bulletin LTS101A-73-20-0166. The installation would be required at the next replacement of an affected fuel control, or not exceeding 300 hours time in service (TIS) after the effective date of this airworthiness directive (AD), or

December 1, 1995, whichever occurs first. The compliance time is based on the fact that the main fuel control bearing failures are random in nature and are dependent upon fuel occasionally leaking past the fuel pump drive shaft seal. The FAA has determined that the existing LTS101 maintenance requirements, along with design changes made to the main fuel pump, will significantly minimize the potential for future events during this drawdown period. The actions would be required to be accomplished in accordance with the SB described previously.

The FAA estimates that 216 engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 2.5 work hours per engine to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$1,000 per engine. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$248,400.

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 U.S.C. 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

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

AlliedSignal, Inc.: Docket No. 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 December 1, 1995, 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:

(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) P/N, or P/N 4-301-098-15.

(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.

(b) An alternative method of compliance or adjustment of the compliance time that