DEPARTMENT OF TRANSPORTATION Federal Aviation Administration

14 CFR Parts 1 and 33

[Docket No. 26019; Notice No. 89–27A] RIN 2120–AD21

Airworthiness Standards: Aircraft Engines; New One-Engine-Inoperative Ratings, Definitions, and Type Certification Standards

AGENCY: Federal Aviation Administration, DOT. ACTION: Supplemental notice of proposed rulemaking.

SUMMARY: This document modifies Notice of Proposed Rulemaking (NPRM) No. 89–27, published in the Federal Register on September 22, 1989 (54 FR 39080). In that document, the FAA proposed adoption of new definitions and airworthiness standards of new oneengine-inoperative (OEI) ratings for type certification of rotorcraft engines. The maximum engine power level available for a certificated rotorcraft engine under current part 33 rules is the $2^{1/2}$ -minute OEI rating. The proposed rule would establish type certification standards for 30-second OEI and 2-minute OEI ratings at higher power levels than the current OEI rating.

Four commenters provided the FAA with comments to the NPRM, addressing numerous issues. The FAA has determined that the comments and recommended changes merit consideration. Substantive changes have been made to the proposed rule based upon the relevant comments received. Accordingly, the FAA is issuing this Supplemental Notice of Proposed Rulemaking (SNPRM) to give all interested parties an opportunity to comment on the modified proposed rule.

DATES: Comments must be received on or before March 24, 1995.

ADDRESSES: Comments on this notice should be mailed in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rules Docket (AGC-200), Docket No. 26019, 800 Independence Avenue SW., Washington, DC 20591. Comments delivered must be marked Docket No. 26019. Comments may be examined in Room 915G weekdays between 9:00 a.m. and 5:00 p.m., except Federal holidays. FOR FURTHER INFORMATION CONTACT: Chung C. Hsieh, Aerospace Engineer, Engine and Propeller Standards Staff, ANE-110, Engine and Propeller Directorate, Aircraft Certification Service, FAA, 12 New England Executive Park, Burlington,

Massachusetts 01803–5299; telephone (617) 238–7116; fax (617) 238–7199.

SUPPLEMENTARY INFORMATION:

Comments Invited

This supplemental notice modifies Notice No. 89-27. Comments on the effect of this change to the proposed rule are invited. Comments should be limited to the changes proposed in this document. This notice does not serve to reopen the comment period on the remainder of the original proposal. Interested persons are invited to comment on this supplemental notice by submitting written data, views, or arguments as they may desire. Comments relating to the environmental, energy, or economic impact that might result from adopting the proposals, as modified in this document, are also invited. Communications should identify the regulatory docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments will be considered by the Administrator before taking further rulemaking action. Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this proposed rule must submit with those comments a self-addressed stamped postcard on which the following statement is made: "Comments to Docket No. 26019." The postcard will be date stamped and mailed to the commenter.

Availability of SNPRM

Any person may obtain a copy of this notice by submitting a request to the Federal Aviation Administration Office of Public Affairs, Attn: Public Inquiry Center, (APA–200), 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267–3484. Communications must identify the notice number of this SNPRM.

Persons interested in being placed on the mailing list for future NPRM's should request, from the above office, a copy of Advisory Circular No. 11–2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

Background

On September 14, 1989, the FAA issued two NPRM's, Notice Nos. 89–27 (54 FR 39080 and 54 FR 39085). The Notice associated with this SNRPM is No. 89–27, which proposed to define and establish type certification standards for new OEI ratings for rotorcraft engines. The companion NPRM, No. 89–26, addressed the usage of the 30-second OEI and 2-minute OEI ratings by rotorcraft. A final rule based on Notice No. 89–26 was published in the **Federal Register** on September 16, 1994 (59 FR 47764).

These new OEI ratings are applicable to turbine engines installed on multiengine powered rotorcraft. In a Category A operation, a multiengine turbine-powered rotorcraft must have the ability to either continue flight or land within a demonstrated field size in the event of failure of an engine. In a Category B operation, the rotorcraft would not have sufficient residual power if one engine failed to continue its flight and would, therefore, a need safe landing areas throughout its flight path. Category A rotorcraft mission payloads are limited by the power available from the remaining operating engine(s) in the event one engine fails during takeoff or landing. The maximum engine power level available under current part 33 rules is the 21/2minute OEI rating.

This proposal would establish 30second OEI and 2-minute OEI ratings at higher power levels than the current 2¹/₂-minute OEI rating. Engine type certification to these ratings, as with other OEI ratings, would be optional.

The comment period for Notice 89-27 closed on March 27, 1990. On November 16, 1989, a public meeting to hear comments on the proposals was convened in Fort Worth, Texas. In addition, the minutes of a meeting between the FAA and the Aerospace Industries Association of America, Inc., inspected, in the Rules Docket No. 26019. The FAA has determined that the comments and recommended changes merit consideration. Substantive changes have been made to the proposed rule based upon the relevant comments received. Accordingly, the FAA is issuing this SNPRM to give all interested parties an opportunity to comment on the modified proposed rule.

Discussion

Four commenters provided the FAA with comments to the NPRM, addressing numerous issues. This discussion describes only those changes made to the proposal of Notice 89–27 and the comments associated with those changes. However, for the convenience of the public, the proposed rule is being reprinted in its entirety.

Section 1.1 Definitions and Abbreviations

One commenter states that the definitions of 30-second OEI and 2minute OEI ratings should contain a specific limit as to the number of items these power levels could be used during