necessary, with serviceable parts. This proposal would also require removal from service of certain CRF's as a terminating action to the on-wing inspection program. This proposal is prompted by a report of a CRF separation that resulted in a rejected takeoff. The actions specified by the proposed AD are intended to prevent a CRF separation, which could result in a rejected takeoff and damage to the aircraft.

DATES: Comments must be received by April 24, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94–ANE–41, 12 New England Executive Park, Burlington, MA 01803–5299. Comments may be inspected at this location between 8 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 General Electric Aircraft Engines, CF6 Distribution Clerk, Room 132, 111 Merchant Street, Cincinnati, OH 45246. 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: Robert J. Ganley, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7138; 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 concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 94–ANE–41.'' 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. 94–ANE–41, 12 New England Executive Park, Burlington, MA 01803–5299.

Discussion

This proposed airworthiness directive (AD) is applicable to General Electric Company (GE) CF6–80A series turbofan engines. The Federal Aviation Administration (FAA) has received a report of a compressor rear frame (CRF) separation on a GE CF6–80A series turbofan engine that resulted in a rejected takeoff. The FAA has also received seventeen additional reports of CRF's found cracked in service. Investigation reveals that axial cracks initiate in the CRF midflange and propagate in fatigue due to a high peak mean stress found at the rib radius tangency point where the rib rises to form the CRF midflange lug. The high peak mean stress is a result of thermal and pressure loading of the CRF midflange. The cracks reach critical size, and may result in a CRF separation. CRF's with modified midflanges exist which decrease the peak mean stress, therefore reducing the chance of a crack initiating. This condition, if not corrected, could result in a CRF separation, which could result in a rejected takeoff and damage to the aircraft.

The FAA has reviewed and approved the technical contents of GE CF6–80A Service Bulletin (SB) No. 72–593, Revision 2, dated March 19, 1992, that describes procedures for the initial and repetitive on-wing eddy current inspection (ECI) and the on-wing spot fluorescent penetrant inspection (FPI).

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 an initial and repetitive on-wing ECI or on-wing spot FPI of the CRF midflange for cracks, and replacement, if necessary, with serviceable parts. This proposal would also require removal from service of non-modified CRF's as a terminating action to the on-wing inspection program. The actions would be required to be accomplished in accordance with the service bulletin described previously.

The FAA estimates that 81 engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 85 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 $20,644 per engine. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $2,085,264.

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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.