

Since issuance of that priority letter AD, on October 28, 1994, AlliedSignal Inc. purchased the turbine engine product line of Textron Lycoming. In addition, the FAA has approved the technical contents of AlliedSignal Engines Service Bulletin (SB) No. LT101-73-20-0165, Revision 1, dated January 3, 1995, that adds fuel pump Part Number 4-301-128-09 to the SB's effectivity. The FAA has accordingly revised the applicability of this AD to include that additional part number.

In addition, the FAA has received requests to clarify interpretations of the current priority letter AD. To begin, this AD is applicable to single-engine aircraft only. Although other AlliedSignal Engines LTS101 and LTP101 engine models, installed on multi-engine aircraft, use the same fuel pump internal spline design, the FAA has not determined that those other engine models face the same unsafe condition. Should unsafe conditions develop in the future on other engine models that incorporate fuel pumps with internal spline designs, the FAA may consider additional AD actions. This finding has been coordinated with the Small Aircraft and the Rotorcraft Directorates.

Second, the FAA has determined that the removed fuel pumps must be returned to CECO due to CECO's specialized disassembly and inspection capabilities. The manufacturer must also obtain data necessary to further define the fuel pump failure characteristics, and to develop design modifications to correct the unsafe condition.

Finally, for the purpose of this AD, a serviceable part is defined as a new part, or a part that has been inspected by CECO in accordance with AlliedSignal Engines SB No. LT101-73-20-0165, Revision 1, dated January 3, 1995, and that has not yet accumulated 900 hours time in service (TIS) since new, or since inspection by CECO.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of this same type design, this AD supersedes priority letter AD 94-19-01 to require initial and repetitive inspections for wear of the engine fuel pump internal drive splines, and replacement of engine fuel pumps that exhibit wear beyond the limits specified in AlliedSignal Engines SB No. LT101-73-20-0165, Revision 1, dated January 3, 1995, with a serviceable part. Fuel pumps removed in accordance with this AD must be returned to CECO for disassembly, inspection and repair. The actions are required to be accomplished in

accordance with the service bulletin described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption ADDRESSES. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD 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-38." The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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 U.S.C. App. 1354 (a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

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

95-09-02 AlliedSignal Engines:

Amendment 39-9206. Docket No. 94-ANE-38.

Applicability: AlliedSignal Engines (formerly Textron Lycoming) LTS101 series turboshaft and LTP101 series turboprop engines incorporating Chandler Evans (CECO) engine fuel pumps, Part Numbers 4-301-128-01, -02, -03, -04, -05, -06, -07, -08, -09, and -10. These engines are installed on but not limited to the following single-engine aircraft: Eurocopter France (formerly Aerospatiale) AS350D series helicopters and Airtractor AT302, PAC Aero Cresco, and Page (Ayres S-2R) Thrush airplanes. This AD is not applicable to engines installed on twin-engine aircraft.

Compliance: Required as indicated, unless accomplished previously.

To prevent engine fuel pump failure, which can result in total engine power loss and possible loss of the aircraft, remove CECO engine fuel pumps, return to CECO for inspection, and replace with a serviceable part, in accordance with the following schedule: