

further reports that the fresh market demand for Valencia oranges is becoming more active. Prices f.o.b. for the week ending June 17 were \$3.51 a carton on 588 cars as compared with \$3.40 per carton on 385 cars during the prior week. Track and rolling supplies at 347 cars were up 167 cars from last week.

(ii) Having considered the recommendation and information submitted by the committee, and other available information, the Secretary finds that the respective quantities of Valencia oranges which may be handled should be fixed as hereinafter set forth.

(3) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this regulation until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 553) because the time intervening between the date when information upon which this regulation is based became available and the time when this regulation must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week after giving due notice thereof, to consider supply and market conditions for Valencia oranges and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held, the provisions of this regulation, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such Valencia oranges; it is necessary, in order to effectuate the declared policy of the act, to make this regulation effective during the period herein specified; and compliance with this regulation will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on June 22, 1976.

(b) Order. (1) The respective quantities of Valencia oranges grown in Arizona and designated part of California which may be handled during the period June 25, 1976, through July 1, 1976, are hereby fixed as follows: (i) District 1: 230,000 cartons; (ii) District 2: 270,000 cartons; (iii) District 3: Unlimited.

(2) As used in this section, "handled," "District 1", "District 2", "District 3", and "carton" have the same meaning as when used in said amended marketing agreement and order.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674.)

Dated: June 23, 1976.

CHARLES R. BRADER,
Deputy Director, Fruit and
Vegetable Division, Agricultural
Marketing Service.

[FR Doc. 76-18615 Filed 6-23-76; 11:57 am]

CHAPTER XVIII—FARMERS HOME ADMINISTRATION, DEPARTMENT OF AGRICULTURE

[FmHA Instruction 442.1]

PART 1823—ASSOCIATION LOANS AND GRANTS—COMMUNITY FACILITIES, DEVELOPMENT, CONSERVATION, UTILIZATION

Community Facility Loans

On pages 5129 through 5131 of the FEDERAL REGISTER dated February 4, 1976, there was published a notice of proposed rulemaking of miscellaneous amendments to §§ 1823.7, 1823.23, 1823.26, 1823.27, 1823.29, 1823.30, 1823.32 and 1823.33 of Subpart A of Part 1823, Title 7, Code of Federal Regulations (38 FR 29025; 39 FR 12728; 39 FR 41830; 40 FR 29263). These amendments incorporated certain editorial and procedural changes to provide additional guidelines in requirements for construction inspections and additional monitoring of each project, and also provide for consideration of vacant property owners in certain instances when determining project feasibility.

Interested persons were given until March 1, 1976, to submit written comments, suggestions or objections regarding the proposed amendments. All comments submitted were given due consideration and with minor editorial changes and the correction for the name of the American Society for Testing Materials (A.S.T.M.), the proposed miscellaneous amendments are adopted and set forth below.

(7 U.S.C. 1989, delegation of authority by the Sec. of Agri., 7 CFR 2.23; delegation of authority by the Asst. Sec. for Rural Development, 7 CFR 2.70.)

Effective date: These amendments are effective on June 24, 1976.

Dated: June 14, 1976.

JOSEPH R. HANSON,
Acting Administrator,
Farmers Home Administration.

1. Section 1823.7 is amended by adding paragraph (a) (1) (ii) (A), (B), (C), (D), and (iii) and by revising paragraph (b) (2) as follows:

§ 1823.7 Economic feasibility requirements.

- (a) ***
- (1) ***
- (ii) User agreements from individual vacant property owners will not be considered when determining project feasibility unless:

(A) The owner has plans to develop the property in a reasonable period of time and become a user of the facility; and

(B) The owner agrees in writing to make a monthly payment at least equal to the proportionate share of debt service attributable to the vacant property until the property is developed and the facility is utilized on a regular basis; and

(C) A bond or escrowed security deposit is provided to guarantee the monthly payment required by paragraph (a) (1) (ii) (B) of this section and to guarantee an amount at least equal to the owners proportionate share of construction costs. If a bond is provided, it must be executed by a surety company that appears on the Treasury Department's most current list (circular 570, as amended) and be authorized to transact business in the State where the project is located. The guarantee shall be payable jointly to the borrower and the Farmers Home Administration; and

(D) Such guarantees will mature not later than 4 years from date of execution and will be finally due and payable upon default of a monthly payment or at maturity, unless the property covered by the guarantee has been developed and the facility is being utilized on a regular basis.

(iii) Income from vacant property owners other than those authorized by paragraph (a) (1) (ii) of this section will be considered only as extra income.

(b) ***

(2) Developers providing a bond or escrowed security deposit in accordance with paragraph (a) (1) (ii) of this section sufficient to meet expenses attributable to the area in question until a sufficient number of the building sites are occupied and connected to the facility to provide enough revenue to meet operating, maintenance, debt service and reserve requirements; or

2. Section 1823.23 is amended by revising the introductory text and paragraph (e) (2) as follows:

§ 1823.23 Design policies.

Facilities financed by the Farmers Home Administration (FmHA) will be designed and constructed in accordance with sound engineering and architectural practices, and meet the requirements of applicable Federal, State and local agencies having jurisdiction in such matters.

(e) ***

(2) Each system will be in compliance with appropriate State and local Department of Health or environmental quality requirements.

3. Section 1823.26 is revised to read as follows:

§ 1823.26 Preliminary engineering and architectural reports.

Reports shall be prepared in accordance with customary professional standards. FmHA has guides for preparing preliminary architectural/engineering reports for water, sewer, solid waste, storm sewer projects, and other community facilities.

4. Section 1823.27 is revised as follows:

§ 1823.27 Construction contract forms.

Standard contract documents prescribed for use by borrowers and grantees in Federally assisted projects may be used for all community facility projects including water and waste disposal systems and buildings, such as hospitals and nursing homes. These standard documents are published by FmHA as guide 19, "Agreement," with attachments 1 through 9. These documents may be reviewed at the local FmHA office. Applicants may obtain copies of the documents from the American Consulting Engineers Council, 1155 15th Street NW., Washington, D.C. 20005; Associated General Contractors of America, 1957 E Street NW., Washington, D.C. 20006; and the National Society of Professional Engineers, 2029 K Street NW., Washington, D.C. 20006. When these standard contract documents are used, it will normally not be necessary to obtain prior approval of the Office of General Counsel.

(a) For those projects where a performance and payment bond is not provided, Guide 17, "Construction Contract Documents," may be used. This guide may be obtained from the local FmHA office.

(b) Contract documents of the American Institute of Architects (AIA) may be used for appropriate projects when modified to comply with this part and by including FmHA supplemental general conditions. AIA documents must be submitted for prior review and approval by the Regional Attorney.

5. Section 1823.29 is amended by revising paragraph (b) (2) and (d) (3) and by adding paragraph (d) (9) as follows:

§ 1823.29 Procurement, bidding, and contract awards.

(b) * * *

(2) All procurement transactions regardless of whether negotiated or advertised and without regard to dollar value shall be conducted in a manner so as to provide maximum open and free competition. The borrower should be alert to organizational conflicts of interest or noncompetitive practices among contractors which may restrict or eliminate competition or otherwise restrain trade. Performance specifications and the term "or equal" may be used for equipment and materials. In specifying pipe, however, the acceptable material(s) should be designed into the project to assure proper installation of the material chosen and to avoid uncertainty and misunderstanding. This can be done in the following ways:

(i) By reference to nationally known materials standards such as the American Society for Testing and Materials (A.S.T.M.), American Water Works Association (A.W.W.A.), and Federal specifications and standards, or the standards of similar agencies. In referring to standards, however, care must be exercised to assure that the desired type of material is selected since many standards cover two or more types.

(ii) By specifying two or more materials, any one of which is acceptable to the owner.

(iii) By specifying the particular material required for the project. In specifying materials, the owner and his consultant will consider all materials suitable for the project. Where materials which would normally be suitable are not included for bidding, the owner and his consultant must be prepared to justify the selection of the material used.

(d) * * *

(3) In all contracts for construction or facility improvements awarded in excess of \$100,000, the borrower shall require bonds assuring performance and payments of 100 percent of the contract costs. For contracts of lesser amounts the borrower may require such bonds. When a performance and payment bond is not provided, contractors will furnish evidence of payment in full for all materials, labor, and any other items procured under the contract. Form FmHA 424-10, "Release By Claimants," and Form FmHA 424-9, "Certificate of Contractor's Release," may be obtained at the local FmHA office and used for this purpose. When a performance and payment bond is provided, the United States acting through the Farmers Home Administration will be named as co-obligee in these bonds unless prohibited by state law.

(9) Each contract in excess of \$2,500 shall contain FmHA supplemental general conditions. These conditions are contained in the FmHA Guide 18, "Supplemental General Conditions," and may be obtained from the local FmHA office.

6. Section 1823.30 is revised as follows:

§ 1823.30 Preconstruction conference.

Prior to beginning construction, FmHA will review the planned development with the applicant, its engineer, resident inspector, attorney, contractors, and other interested parties. The conference will thoroughly cover the items included in Form FmHA 424-16, "Record of Preconstruction Conference," and all discussions and agreements will be documented on the form.

7. Section 1823.32 is amended by revising the introductory paragraph, adding paragraph (a) (5), redesignating the present paragraph (b) as paragraph (c) and by adding a new paragraph (b) as follows:

§ 1823.32 Resident inspection.

Full-time resident inspection is required for all construction unless a writ-

ten exception is made by FmHA. Unless otherwise agreed, the resident inspector will be provided by the consulting architect or engineer. Prior to the preconstruction conference, the architect or engineer will submit a resume of qualifications of the resident inspector to the applicant and to FmHA for acceptance in writing. If the applicant provides the resident inspector, it must submit a resume of the inspector's qualifications to the project architect or engineer and FmHA for acceptance in writing prior to the preconstruction conference. The resident inspector will attend the preconstruction conference where his duties and responsibilities will be fully discussed. The resident inspector will work under the general supervision of the project architect or engineer. A guide format for preparing daily inspection reports and Form FmHA 424-18, "Partial Payment Estimate," are available on request from FmHA.

(a) * * *

(5) The daily diary will be made available to FmHA personnel and will be reviewed during project inspections.

(b) *Prefinal inspections.* A prefinal inspection will be made by the borrower, resident inspector, project architect or engineer, representatives of other agencies involved in project financing, the County Supervisor, the FmHA representative designated by the State Director to assist the County Supervisor in project development, and a member of the FmHA State Office staff, preferably the State Staff architect or engineer. A list of items necessary for project completion will be developed and agreed upon during the prefinal inspection. The inspection results will be recorded by the member of the State Office staff on Form FmHA 424-12, "Inspection Report," and a copy provided all appropriate parties.

8. Section 1823.33 is revised as follows:

§ 1823.33 Changes in development plans.

(a) Changes in development plans may be approved by FmHA when requested by borrowers. *Provided:*

(1) Funds are available to cover any additional costs;

(2) The change is for an authorized loan purpose; and

(3) It will not adversely affect the soundness of the facility operation or FmHA's security.

(b) Changes will be recorded on Form FmHA 424-7, "Contract Change Order." Change orders must be approved by the FmHA State Director or his designated representative.

(c) Changes should be accomplished only after FmHA approval and all changes which affect the work shall be authorized only by means of a contract change order. The change order will include items such as:

(1) Any changes in labor and materials and their respective costs.

(2) Changes in facility design.

(3) Any decrease or increase in quantities based on final measurements that are different from those shown in the bidding schedule.

(4) Any increase or decrease in the time to complete the project.

(d) All changes shall be recorded on a chronologically numbered contract change order as they occur. Change orders will not be included in payment estimates until approved by all parties.

(7 U.S.C. 1989; delegation of authority by the Sec. of Agri., 7 CFR 2.23; delegation of authority by the Asst. Sec. for Rural Development 7 CFR 2.70).

[FR Doc.76-18342 Filed 6-23-76;8:45 am]

Title 10—Energy

CHAPTER 1—NUCLEAR REGULATORY COMMISSION

PART 9—PUBLIC RECORDS

Amendments of Privacy Act and Freedom of Information Act Regulations; Correction

In FR Doc. 76-14834, appearing at page 20645 in the issue for Thursday, May 20, 1976, make the following changes.

1. In the first column the fifth line of the fourth paragraph is corrected to read:

"rection of records to 60 days".

2. In the middle column, the eighth line of § 9.65(b) is corrected to read:

"within 60 days of the receipt of".

3. In the third column, the ninth line of § 9.66(b) is corrected to read:

"should be filed within 60 days".

Dated at Bethesda, Maryland, this 9th day of June 1976.

For the Nuclear Regulatory Commission.

LEE V. GOSSICK,
Executive Director
for Operations.

[FR Doc.76-18181 Filed 6-23-76;8:45 am]

Title 14—Aeronautics and Space

CHAPTER 1—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. 76-CE-22-AD; Amdt. 39-2650]

PART 39—AIRWORTHINESS DIRECTIVES

Beech Model 65-88 Airplanes

AD 73-23-4, Amendment 39-1813 (39 FR 13072, 13073), which revised Amendment 39-1740 (38 FR 3867) and 39-1771 (39 FR 2469), is an Airworthiness Directive (AD) applicable to Beech Models 50, 65, 65-80 and 70 series airplanes. AD 73-23-4 requires the installation of either Beech Nacelle Interior Fire Seal Kits 65-9008-1 or 65-9008-3 as applicable within 100 hours' time in service after July 1, 1974. Subsequent to the issuance of AD 73-23-4 as revised the manufacturer advised that some 65-9008-3 kits sent from the factory for installation on Beech Model 65-88 airplanes in compliance with the AD inadvertently contained only one P/N 50-980109-5 shield instead of the required two shields. If so installed, these kits would not provide adequate fire protection. Since this condition is likely to exist in other airplanes of the

same type design, an AD is being issued, applicable to Beech Model 65-88 airplanes, requiring inspection of the fire shield installation made in accordance with Beech Kit 65-9008-3 and correction as necessary.

Since a situation exists which requires expeditious adoption of the amendment, notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than thirty (30) days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator 14 CFR 11.89 (31 FR 13697), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new AD.

BEECH. Applies to Model 65-88 (Serial Numbers LP-1 thru LP-26, LP-28 and LP-30 thru LP-47) airplanes.

Compliance: Required as indicated, unless already accomplished.

To correct improper fire shield installations made in accordance with Beech Kit No. 65-9008-3, within 50 hours' time in service after the effective date of this AD, accomplish the following:

A. Visually inspect the LH and RH Nacelle fire shield installations in accordance with instructions contained in Beechcraft Service Instructions 0809-065, or later approved revisions, to determine whether the small P/N 50-980109-5 shield is installed above the second stage augmentor tube on the inboard side of both Nacelles.

B. If either the LH or RH fire shield installations do not include the P/N 50-980109-5 shield, install this part in accordance with Beechcraft Service Instructions 0809-065 or later approved revisions.

C. Aircraft may be flown in accordance with FAR 21.197 to a location where the AD may be accomplished.

D. Any equivalent method of compliance with this AD must be approved by the Chief, Engineering and Manufacturing Branch, FAA, Central Region.

This amendment becomes effective July 1, 1976.

(Secs. 313(a), 601 and 603, Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421 and 1423); and sec. 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)))

Issued in Kansas City, Missouri, on June 17, 1976.

JOHN E. SHAW,
Acting Director,
Central Region.

[FR Doc.76-18312 Filed 6-23-76;8:45 am]

[Docket No. 76-NW-2-AD;
Amendment 39-2648]

PART 39—AIRWORTHINESS DIRECTIVES

Boeing Model 727 Series Airplanes

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring external/internal visual inspections of the lower fuselage body skin in the BBL 0 area from Body Stations 360 to 740 and along Stringers 27 and 28 from the forward end of the body fairing to Body Station 740 on Boeing Model 727 series airplanes was published in 41 FR 12305.

Interested persons have been afforded an opportunity to participate in the making of the amendment. Comments were

received from the Air Transport Association of America (ATA). One comment was that the proposed requirements would create a substantial burden for some airlines because of the need to revise their already successful maintenance programs. The inspection periods of the proposed AD were selected as the most reasonable to maintain adequate control of the corrosion/cracking of the affected area. An operator may seek increased inspection intervals by following the standard procedures which are contained in paragraph G of the AD. Also, the commentator stated that standardization of corrosion control programs by AD action will remove the responsibility from the FAA Principal Maintenance Inspectors (PMI's) who possess detailed knowledge of such programs. The FAA agrees that the PMI's possess knowledge of their particular assigned operator's corrosion programs; however, the BBL O/Stringers 27 and 28 problem is a design-oriented problem. Correction of the problem together with the normal maintenance program will restore the airplane to an acceptable level of airworthiness for operation. Additionally, it should not be overlooked that fuselage skin cracking due to corrosion, which resulted in depressurization, has occurred in several instances on airplanes operating under approved maintenance programs. The FAA believes that corrective action is necessary to assure that these failures will not continue.

Two comments submitted by the ATA contended that the wording of the proposal was confusing. One was that reference to accomplishment is made only to Figures 1, 2, and 3 of the Boeing Service Bulletin and not to the entire "Accomplish Instructions" paragraph of the service bulletin. The purpose for making reference only to specific figures, which contain the particular inspection procedures, is that not all portions of the service bulletin are considered acceptable. The other similar comment was that the wording does not appear to allow the optional external low frequency eddy current inspection. This inspection is not considered acceptable for detection of corrosion, mainly due to inexperience with the method.

Several ATA comments suggested higher inspection intervals than those proposed. As mentioned above, the inspection periods which have been established by the FAA are considered appropriate to maintain adequate control of the problem.

Another comment was that the proposal was not clear regarding removal frequency of the ram air doors and splitter vane for the external inspection. The FAA agrees and accordingly, a paragraph has been added which clarifies this.

Two similar comments stated that the proposal and service bulletin, in effect, do not allow any corrosion to exist in the problem area and that it is structurally and economically impossible to maintain any aircraft with such stringent requirements. The FAA agrees; accordingly, Revision 3 to Boeing Service Bulletin No. 727-53-128 has been issued to revise the

area of internal inspection required upon detection of corrosion by external means.

Another comment was that removal of the sealant along the stringer and strap, as required for internal inspection, was technically unjustified when the seal is not deteriorated. Although removal of an acceptable seal may appear to be totally unnecessary, service history of the BBL 0/ Stringers 27 and 28 problem includes reports of severe corrosion between the stringer and external skin or BBL 0 strap and external skin without obvious attack to the sealant. Furthermore, satisfactory determination of an acceptable seal (not deteriorated) is questionable.

One ATA operator requested that the proposal, if adopted, allow conversion of calendar time (months) to flight hours. Corrosion is considered a factor of calendar time. However, under the provisions of the AD, an operator may obtain approval for inspection intervals in terms of flight hours with certain limitations relative to a maximum calendar time. The commentator recommended that paragraph A of the proposal include two six(6)-month external inspections prior to the first external/internal inspection. The AD incorporates this feature.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (31 FR 13697), § 39.13 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

BOEING: Applies to Boeing Model 727 series airplanes, categorized as Group I and II in Boeing Service Bulletin No. 727-53-128, Revision 2, or later FAA approved revisions, and certificated in all categories. Compliance required as indicated.

To detect corrosion and/or cracking in the lower body skin (1) along BBL 0 from Body Stations 360 to 740 and along Stringers 28L and 28R from the forward end of the body fairing to Body Station 740 on Group I airplanes and (2) along Stringers 27L and 27R from the forward end of the body fairing to Body Station 740 on Group I and II airplanes, accomplish the following:

A. Within the next six (6) months from the effective date of this AD, unless accomplished within the last eighteen (18) months, and thereafter at intervals not to exceed twenty-four (24) months, inspect in accordance with the external/internal visual inspection procedures of Figures 1 and 3 of Boeing Service Bulletin No. 727-53-128, Revision 2, or later FAA approved revisions, or equivalent procedures approved by the Chief, Engineering and Manufacturing Branch, FAA Northwest Region; or

B. 1. Within eighteen (18) months from the effective date of this AD, unless accomplished within the last eighteen (18) months, and thereafter at intervals not to exceed thirty-six (36) months, inspect in accordance with the external/internal visual inspection procedures of Figures 1 and 3 of Boeing Service Bulletin No. 727-53-128, Revision 2, or later FAA approved revisions, or equivalent procedures approved by the Chief, Engineering and Manufacturing Branch, FAA Northwest Region; and

2. Within the next six (6) months after the effective date of this AD, unless accomplished within the last six (6) months, and thereafter at intervals not to exceed six (6) months until an external/internal inspection

is performed pursuant to paragraph B.1 above, inspect in accordance with the external visual inspection procedures of Figure 1 of Boeing Service Bulletin No. 727-53-128, Revision 2, or later FAA approved revisions, or an equivalent procedure approved by the Chief, Engineering and Manufacturing Branch, FAA Northwest Region; and

3. Within twenty-four (24) months after each external/internal inspection conducted per paragraph B.1 above, and thereafter at intervals not to exceed six (6) months until the next external/internal inspection per paragraph B.1 is performed, inspect in accordance with the external visual inspection procedures of Figure 1 of Boeing Service Bulletin No. 727-53-128, Revision 2, or later FAA approved revisions, or an equivalent procedure approved by the Chief, Engineering and Manufacturing Branch, FAA Northwest Region.

C. If the inspections conducted per paragraphs A or B reveal corrosion and/or cracking, repair in accordance with Boeing Service Bulletin No. 727-53-128, or later FAA approved revisions, or in a manner approved by the Chief, Engineering and Manufacturing Branch, FAA Northwest Region.

D. Areas repaired in accordance with paragraph C, the Boeing 727 Structural Repair Manual, or Boeing Service Bulletin No. 727-53-73, or later FAA approved revisions, need not comply with the inspection requirements of this AD, provided faying surface sealant was applied to the faying surfaces. Areas in which corrosion and/or cracking is not found, must be reinspected per paragraph A or B until terminating action per paragraph F is accomplished.

E. The left and right hand ram air inlet doors and splitter vane need only be removed every other external inspection of paragraph B.2 and B.3.

F. Modifications in accordance with Part I—paragraph C or Part II—paragraph C, as applicable, of Boeing Service Bulletin No. 727-53-128, or later FAA approved revisions, or an installation approved by the Chief, Engineering and Manufacturing Branch, FAA Northwest Region, constitutes terminating action for the areas specified in the service bulletin.

G. Upon request of the operator, an FAA maintenance inspector, subject to prior approval of the Chief, Engineering and Manufacturing Branch, FAA Northwest Region, may adjust the repetitive inspection intervals in this AD, if the request contains substantiating data to justify the increase for that operator.

The manufacturer's specifications and procedures identified and described in this directive are incorporated herein and made a part hereof pursuant to 5 U.S.C. 552(a)(1).

All persons affected by this directive, who have not already received these documents from the manufacturer, may obtain copies upon request to Boeing Commercial Airplane Company, P.O. Box 3707, Seattle, Washington 98124. The documents may also be examined at FAA Northwest Region, 9010 East Marginal Way South, Seattle, Washington.

This amendment becomes effective July 2, 1976.

(Sec. 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, and 1423) and of Section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)))

The incorporation by reference provisions in the document were approved by

the Director of the Federal Register on June 19, 1967.

Issued in Seattle, Washington, June 15, 1976.

C. B. WALK, JR.,
Director,
Northwest Region.

[FR Doc. 76-18184 Filed 6-23-76; 8:45 am]

[Docket No. 76-NE-24; Amdt. 39-2649]

PART 39—AIRWORTHINESS DIRECTIVES

General Electric Engine Models CT58-100-2, CT58-110-1, CT58-110-2, CT58-140-1, CT58-140-1 Series A/L and CT58-140-2

There have been failures of the oil cooler-to-fuel filter fuel hose on General Electric Model CT58 Turboshaft Engines resulting in complete power loss. Failure results from firesleeve binding compound which chemically attacks the fuel hose wire braid material when subject to engine environment heat.

Since this condition is likely to exist or develop in other hoses of the same model, an Airworthiness Directive is being issued to require replacement of these hoses with new improved hoses which have a cement compound that will withstand the engine heat environment.

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

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (31 FR 13697) § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new Airworthiness Directive:

GENERAL ELECTRIC COMPANY. Applies to General Electric Company CT58-100-2, CT58-110-1, CT58-110-2, CT58-140-1, CT58-140-1 Series A/L and CT58-140-2 engine fuel system hose, P/N 37C300486-P101, P/N 37C300486P102, or P/N 37C300486P103 with identification band bearing a manufacture date of 1968 or earlier. Hoses with red/orange molded silicone firesleeving are not affected by this AD. Compliance required unless already accomplished, within the next thirty (30) days time in service after the effective date of this AD.

To prevent possible failure of oil cooler-to-fuel filter hose identified above, remove firesleeving from hose and inspect for corrosion or broken braiding in accordance with General Electric Alert Service Bulletin No. A73-69 or later FAA approved revision, or equivalent inspection method approved by the Chief, Engineering and Manufacturing Branch, New England Region, Federal Aviation Administration. Hoses passing inspection must have new firesleeving applied per Section 72-09-03 of the applicable General Electric Engine Overhaul Manual. Hoses rejected due to this inspection must be replaced with new hose P/N 37C300486P101, P/N 37C300486P102 or P/N 37C300486P103 with identification band bearing a manufacture date of 1969 or later. Approved replacement firesleeving is identified in General Electric Alert Service Bulletin No. A73-69 or later FAA approved revision.