

tion may be returned to service after reassembly per this kit. Return unacceptable units to AiResearch in accordance with instructions in Cessna Service Kit SK 210-78.

(3) If no visual signs of damage are found and the compressor wheel attachment meets the criteria set forth in Cessna Service Kit SK 210-78, reassemble and identify the turbocharger in accordance with Cessna Service Kit SK 210-78.

F. If the turbocharger center housing has not been replaced in accordance with AD 77-06-02, replace the turbocharger center housing in accordance with Cessna Service Kit SK 210-75B dated October 27, 1977, or later revision incorporating a compressor wheel seating procedure. (Ref. Cessna Service Letter SE 77-42)

G. Airplanes may be flown in accordance with FAR 21.197 to a location where this AD may be accomplished.

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

This amendment supersedes Amendment 39-2853 (42 FR 15894), AD 77-06-02.

This amendment becomes effective April 6, 1978.

(Secs. 313(a), 601, and 603 of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and sec. 11.89 of the Federal Aviation regulations (14 CFR Sec. 11.89).)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an economic impact statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Kansas City, Mo., on March 20, 1978.

C. R. MELUGIN, Jr.
Director, Central Region.

[FR Doc. 78-8592 Filed 3-31-78; 8:45 am]

[4910-13]

[Docket No. 77-GL-20; Amdt. 39-3164]

PART 39—AIRWORTHINESS DIRECTIVES

General Electric Co. CF6-6D, CF6-6D1 Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) which requires periodic inspection and modification of 11-13 Stage Compressor Spool, Part Number (P/N) 9021M66 (all assembly part numbers). This AD is needed to prevent possible 13th stage rim failures due to fatigue. There have been seven failures of the 13th stage rim; three were uncontained, two of which resulted in under cowl oil fires.

DATES: Effective April 6, 1978. Compliance schedule—As prescribed in the body of the AD.

ADDRESSES: The applicable service bulletins may be obtained from: General Electric Co. Cincinnati, Ohio 45215.

Copies of the service information incorporated in this AD are contained in the Rules Docket, Office of the Regional Counsel, 2300 East Devon Avenue, Des Plaines, Ill. 60018; and at FAA Headquarters, Room 916, 800 Independence Avenue SW., Washington, D.C. 20591.

FOR FURTHER INFORMATION CONTACT:

M. Mixell, Engineering and Manufacturing Branch, Flight Standards Division, AGL-214, Federal Aviation Administration, 2300 E. Devon Avenue, Des Plaines, Ill. 60018, telephone 312-694-4500, extension 308.

SUPPLEMENTARY INFORMATION:

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring modification of 11-13 Stage Compressor Spool installed in General Electric CF6-6D and CF6-6D1 engines was published in the FEDERAL REGISTER at 42 FR 55102. The proposal was prompted by several failures of the 11-13 stage spool 13th stage rim resulting in engine case penetrations.

Interested persons have been afforded an opportunity to participate in the making of the amendment. Several comments were received from the affected air carriers indicating that the proposed June 30, 1979, compliance date would place undue burden upon the air carriers. The FAA has given careful consideration to this matter and does not agree. However, on the basis of recent investigations conducted by the General Electric Co. the FAA has determined that certain 11-13 stage spools have a higher probability of failure. Accordingly the proposal is being modified as follows: Those spools identified as having the probability of higher incidence of failure will be subjected to periodic inspection until modified. Consistent with this change the compliance date for modification is being extended to December 31, 1979.

In accordance with Departmental Regulatory Reform, dated March 23, 1976, an evaluation of the anticipated impacts has been made and it is expected within a normal range of pertinent considerations the amendment will be neither costly nor controversial.

DRAFTING INFORMATION

The principal authors of this document are M. Mixell, Flight Standards Division, Great Lakes Region, and J. Brennan, Office of the Regional Counsel, Great Lakes Region.

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me by the Administrator, § 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following new airworthiness directive:

GENERAL ELECTRIC. Applies to CF6-6D and CF6-6D1 engines installed in aircraft certificated in all categories.

To prevent failure of the 11-13 Stage Compressor Spool, P/N 9021M66 (all assembly part numbers), thirteenth stage rim compliance is required, unless previously accomplished, as follows:

(a) Modify the 11-13 spool in accordance with General Electric Service Bulletin 72-682 not later than December 31, 1979.

(b) Pending modification per (a) above inspect the following 11-13 spool serials in accordance with General Electric Service Bulletin 72-673 or 72-700 within the next 500 cycles in service after the effective date of this AD and thereafter each 700 cycles in service if previously inspected in accordance with General Electric Service Bulletin 72-700 or 1800 cycles in service if previously inspected in accordance with General Electric Service Bulletin 72-673.

MP31293A	MP034648	MP0A0123	MP0A0643
MP00268	MP034649	MP0A0129	MP0A0644
MP021392	MP034808	MP0A0134	MP0A0645
MP022819	MP034810	MP0A0138	MP0A0648
MP023561	MP034821	MP0A0140	MP0A0652
MP024832	MP034822	MP0A0141	MP0A0659
MP024833	MP034823	MP0A0161	MP0A0660
MP025436	MP035315	MP0A0277	MP0A0744
MP025458	MP035323	MP0A0278	MP0A0751
MP025472	MP035343	MP0A0280	MP0A0755
MP027903	MP035344	MP0A0281	MP0A0797
MP027906	MP035345	MP0A0286	MP0A0813
MP028163	MP035346	MP0A0287	MP0A0816
MP028175	MP035350	MP0A0292	MP0A0819
MP028176	MP035816	MP0A0293	MP0A0820
MP028574	MP035821	MP0A0354	MP0A0822
MP028711	MP035823	MP0A0396	MP0A0831
MP029244	MP035829	MP0A0411	MP0A0875
MP029245	MP035836	MP0A0446	MP0A0876
MP029246	MP035844	MP0A0450	MP0A0882
MP031291	MP035847	MP0A0458	MP0C0889
MP031292	MP035848	MP0A0459	MP0C3154
MP031304	MP035810	MP0A0571	MPX32453
MP031736	MP036814	MP0A0587	RP021891
MP032456	MP036829	MP0A0589	RP022426
MP033570	MP037109	MP0A0600	RP023605
MP034468	MP037135	MP0A0604	RP023614
MP034484			

The manufacturer's specifications and procedures identified in this directive are incorporated herein and made part hereof pursuant to 5 U.S.C. 553(a)(1). All persons affected by this directive who have not already received these documents from the manufacturer may obtain copies upon request to General Electric Co., Cincinnati, Ohio 45215. These documents may also be examined at the Great Lakes Regional Office, 2300 East Devon Avenue, Des Plaines, Ill. 60018, and at FAA Headquarters, 800 Independence Avenue SW., Washington, D.C. 20591. A historical file on this airworthiness directive which includes incorporated material in full is maintained by the FAA at its headquarters in Washington, D.C., and the Great Lakes Region.

This amendment becomes effective April 6, 1978.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, 1423); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); 14 CFR 11.89.)

NOTE.—The Federal Aviation Administration has determined that this document

does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Des Plaines, Ill., on March 17, 1978.

LEON C. DAUGHERTY,
Acting Director,
Great Lakes Region.

NOTE.—The incorporation by reference in the preceding document was approved by the Director of the Federal Register on June 19, 1967.

[FR Doc. 78-8593 Filed 3-31-78; 8:45 am]

[4910-13]

[Docket No. 17549; Amdt. 39-3170]

PART 39—AIRWORTHINESS DIRECTIVES

Hawker Siddeley Aviation, Ltd., DH/BH/HS-125 Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) which requires replacement of the existing radome lightning diverter strips with new externally mounted light alloy strips on Hawker Siddeley Aviation, Ltd., Model DH/BH/HS-125 airplanes. The proposed AD is needed to prevent serious damage to the radome from lightning strikes which could result in loss of a radome and a possible hazard to persons and property on the ground.

DATES: Effective May 3, 1978. Compliance required as indicated.

ADDRESSES: The applicable service bulletin may be obtained from: Hawker Siddeley Aviation Inc., Suite 206, Blake Building, 1025 Connecticut Avenue NW., Washington, D.C., 20036, telephone: 202-223-9350.

A copy of the Service Bulletin is contained in the Rules Docket, Room 916, 800 Independence Avenue SW., Washington, D.C. 20591.

FOR FURTHER INFORMATION CONTACT:

D. C. Jacobsen, Aircraft Certification Staff, AEU-100, Europe, Africa, and Middle East Region, Federal Aviation Administration, c/o American Embassy, Brussels, Belgium, telephone 513.38.30.

SUPPLEMENTARY INFORMATION: A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive, requiring replacement of the existing radome lightning diverter strips with new externally mounted light alloy strips on Hawker Siddeley Aviation,

Ltd., Model DH/BH/HS-125 airplanes, was published in the FEDERAL REGISTER at 43 FR 3132 on January 23, 1978. The proposal was prompted by reports of serious damage to the radome from lightning strikes which could result in a loss of a radome and a possible hazard to persons and property on the ground.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received. Accordingly, the proposal is adopted without change.

The principal authors of this document are Mr. F. J. Karnowski, Europe, Africa, and Middle East Region, F. Kelley, Flight Standards Service, and S. Podberesky, Office of the Chief Counsel.

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me by the Administrator, § 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following new airworthiness directive:

HAWKER SIDDELEY AVIATION, LTD. Applies to Model DH/BH/HS-125 airplanes, certificated in all categories, all series, up to and including the 700A series, but excluding all 700A series airplanes except S/N 0201, 0202, 0203, and 0204, and also excluding S/N25/025.

Compliance is required as indicated, unless already accomplished.

To prevent possible lightning strike damage to the radome which could result in loss of the radome, within the next 150 hours time in service after the effective date of this AD, remove the lightning diverter strips from the radome and install new diverter strips in accordance with the section entitled "Accomplishment Instructions" and associated drawings of Hawker Siddeley Aviation, Ltd., Modification Service Bulletin 53-50(2626), dated August 26, 1977, including Revision 1 (pages 1, 5, 6, and 8) dated October 4, 1977, or an FAA-approved equivalent.

This amendment becomes effective May 3, 1978.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958, as amended, (49 U.S.C. 1354(a), 1421, 1423); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); 14 CFR 11.89.)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Washington, D.C., on March 27, 1978.

J. A. FERRARESE,
Acting Director,
Flight Standards Service.

[FR Doc. 78-8598 Filed 3-31-78; 8:45 am]

[4910-13]

[Docket No. 17524, Amdt. 39-3171]

PART 39—AIRWORTHINESS DIRECTIVES

Rolls Royce Dart Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) which requires inspections for wear, and replacement as necessary of the flame tube liners and suspension pins on Rolls Royce Dart engines Series 542 and 543, to prevent possible overheating and failure of the turbine rotors on these engines.

DATES: Effective May 3, 1978. Compliance required as indicated.

ADDRESSES: The applicable service bulletin may be obtained from: Rolls Royce, Ltd., P.O. Box 31, Derby DE28BJ, England. A copy of the service bulletin is contained in the Rules Docket, Room 916, 800 Independence Avenue SW., Washington, D.C. 20591.

FOR FURTHER INFORMATION CONTACT:

Don C. Jacobsen, Chief, Aircraft Certification Staff, AEU-100, Europe, Africa, and Middle East Region, Federal Aviation Administration, c/o American Embassy, Brussels, Belgium, Tel. 513.38.30.

SUPPLEMENTARY INFORMATION:

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive, requiring inspections for wear, and replacement as necessary of the flame tube liners and suspension pins on certain Rolls Royce Dart engines Series 542 and 543, was published in the FEDERAL REGISTER at 43 FR 975, on January 5, 1978. The proposal was prompted by reports of failures in the flame tube support system on certain Rolls Royce Dart engines that resulted in overheating and failure of the high pressure turbine rotor.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received. Accordingly, the proposal is adopted without change.

The principal authors of this document are P.A. Cormaci, Europe, Africa, and Middle East Region, F. Kelley, Flight Standards Service, and P. Lynch, Office of the Chief Counsel.

ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me by the Administrator, § 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following new airworthiness directive:

ROLLS ROYCE, LTD. Applies to Dart engines Series 542-4, 542-10, 543-10, and variants, featuring any of the following, Modifications 1243, 1244, 1432, 1448, or 1607, used on, but not limited to Convair 600 and 640 aircraft, and Nihon YS-11 and YS-11A series aircraft.

Compliance is required as indicated.

To prevent excessive wear in flame tube liners and suspension pins that may result in loss of flame tube support causing overheating and failure of the turbine rotors, accomplish the following:

(a) Within the next 500 hours engine time in service after the effective date of this AD, unless already accomplished, inspect the flame tube liners and suspension pins for wear in accordance with the instructions contained in paragraph 4A of Rolls Royce Dart Service Bulletin Da 72-431, dated July 1, 1977 (hereafter RR SB 72-431), or an equivalent approved by the Chief, Aircraft Certification Staff, FAA, Europe, Africa, and Middle East Region, care of American Embassy, APO New York, New York 09667 (hereafter FAA-approved equivalent).

(b) If, during an inspection required by this AD, flame tube liner or suspension pin wear is found to exceed the limits given in paragraph 4A(1) of RR SB 72-431, or an FAA-approved equivalent, before further flight, except that the aircraft may be flown in accordance with FAR §§ 21.197 and 21.199 to a base where the work can be performed, replace the affected part with a serviceable part and reinspect in accordance with either paragraph (c) or (d) of this AD, as applicable.

(c) If, during an inspection required by this AD, flame tube liner wear is 0.030 or greater inches on any one flame tube of any engine in the operator's fleet, determine the flame tube time in service since new or overhauled, and establish a fleet repetitive inspection time interval in accordance with paragraph 4.A(1)(c)(ii) or 4.A(2) as applicable, of RR SB 72-431 or an FAA-approved equivalent.

(d) If, during an inspection required by this AD, flame tube liner wear is less than 0.030 inches on any one flame tube of any engine in the operator's fleet, replace, if necessary, the affected parts according to paragraph (b) of this AD and reinspect in accordance with paragraph 4.A(4) of RR SB 72/431, or an FAA-approved equivalent, at intervals not to exceed 2000 hours engine time in service from the last inspection.

(e) If, during a repetitive inspection required by paragraph (c) or (d) of this AD, flame tube liner wear is 0.030 or greater inches on any one flame tube of an engine in the operator's fleet, reduce the Repetitive Inspection Interval for all engines in the fleet in accordance with paragraph 4.A(2) of RR SB 72-431, or an FAA-approved equivalent.

(f) Record the repetitive inspection time intervals established pursuant to paragraphs (c), (d), and (e) in the aircraft maintenance records.

This amendment becomes effective May 3, 1978.

(Secs. 313 (a), 601, 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421,

1423); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); 14 CFR 11.89)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in Washington, D.C., on March 27, 1978.

J. A. FERRARESE,
Acting Director,
Flight Standards Service.

[FR Doc. 78-8597 Filed 3-31-78; 8:45 am]

[4910-13]

[Docket No. 78-SO-11]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

Designation of Bunnell, Fla., Transition Area

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule designates a 700-foot transition area in the vicinity of Bunnell, Fla. It will lower the base of controlled airspace from 1,200 to 700 feet above ground level. This action provides necessary controlled airspace for accommodation of Instrument Flight Rules (IFR) operations at the Flagler County Airport.

EFFECTIVE DATE: 0901 G.m.t., May 18, 1978.

ADDRESS: Federal Aviation Administration, Chief, Air Traffic Division, P.O. Box 20636, Atlanta, Ga. 30320.

FOR FURTHER INFORMATION CONTACT:

Donald Ross, Airspace and Procedures Branch, Federal Aviation Administration, P.O. Box 20636, Atlanta, Ga. 30320; telephone 404-763-7646.

SUPPLEMENTARY INFORMATION: A notice of proposed rulemaking was published in the FEDERAL REGISTER on February 9, 1978 (43 FR 5524) which proposed the designation of the Bunnell, Fla., 700-foot transition area. The transition area is required to provide controlled airspace for aircraft executing a new approach procedure to the Flagler County Airport. No objections were received from this notice.

DRAFTING INFORMATION

The principal authors of this document are Donald Ross, Airspace and Procedures Branch, Air Traffic Division, and Richard L. Faber, Office of Regional Counsel.

ADOPTION OF AMENDMENT

Accordingly, subpart G of part 71, § 71.181, of the Federal Aviation Regulations (14 CFR Part 71) is amended, effective 0901 G.m.t., May 18, 1978, by adding the following:

BUNNELL, FLA.

That airspace extending upward from 700 feet above the surface within a 6.5 mile radius of the Flagler County Airport (Lat. 29°27'35" N., Long. 81°12'30" W.) excluding that portion that coincides with the Daytona Beach, Fla., transition area.

(Sec. 307(a), Federal Aviation Act of 1958, as amended (49 U.S.C. 1348(a)), sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)).)

NOTE.—The Federal Aviation Administration has determined that this document does not contain a major proposal requiring preparation of an Economic Impact Statement under Executive Order 11821, as amended by Executive Order 11949, and OMB Circular A-107.

Issued in East Point, Ga., on March 23, 1978.

PHILLIP M. SWATEK,
Director, Southern Region.

[FR Doc. 78-8596 Filed 3-31-78; 8:45 am]

[1505-01]

[Airspace Docket No. 77-CE-27]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Transition Area—Columbia, Mo.

Correction

In FR Doc. 78-5992, appearing at page 9594 in the issue for Thursday, March 9, 1978; on page 9595, first column, fourth line of the description of the transition area, the latitude reading "39°17'15'" should read "39°00'15'".