3. Section 50.55 is amended by adding a new paragraph (f) to read as follows:

§ 50.55 Conditions of construction permits.

* * * * *

(f)(1) Each nuclear power plant or fuel reprocessing plant construction permit holder subject to the quality assurance criteria in Appendix B of this part shall implement, pursuant to § 50.34(a)(7) of this part, the quality assurance program described or referenced in the Safety Analysis Report, including changes to that report.

(2) Each construction permit holder described in paragraph (f)(1) of this section shall, by June 10, 1983, submit to the appropriate NRC Regional Office shown in Appendix D of Part 20 of this chapter the current description of the quality assurance program it is implementing for inclusion in the Safety Analysis Report, unless there are no changes to the description previously accepted by NRC. This submittal must identify changes made to the quality assurance program description since the description was submitted to NRC. (Should a permit holder need additional time beyond June 10, 1983 to submit its current quality assurance program description to NRC, it shall notify the appropriate NRC Regional Office in writing, explain why additional time is needed, and provide a schedule for NRC approval showing when its current quality assurance program description will be submitted.)

(3) After March 11, 1983, each construction permit holder described in paragraph (f)(1) of this section may make a change to a previously accepted quality assurance program description included or referenced in the Safety Analysis Report, provided the change does not reduce the commitments in the program description previously accepted by the NRC. Changes to the quality assurance program description that do not reduce the commitments must be submitted to NRC within 90 days. Changes to the quality assurance program description that do reduce the commitments must be submitted to NRC and receive NRC approval before implementation, as follows:

(i) Changes made to the Safety Analysis Report must be submitted for review to the appropriate NRC Regional Office shown in Appendix D of Part 20 of this chapter; to the Resident Inspector; and to the Document Control Desk, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555. Changes made to NRC-accepted quality assurance topical report descriptions must be submitted to the Document Control Desk, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, and to the NRC Region IV Vendor Program Branch.

(ii) The submittal of a change to the Safety Analysis Report quality assurance program description must include all pages affected by that change and must be accompanied by a forwarding letter identifying the change, the reason for the change, and the basis for concluding that the revised program incorporating the change continues to satisfy the criteria of Appendix B of this part and the Safety Analysis Report quality assurance program description commitments previously accepted by the NRC (the letter need not provide the basis for changes that correct spelling, punctuation, or editorial items).

(iii) A copy of the forwarding letter identifying the changes must be maintained as a facility record for three years.

(iv) Changes to the quality assurance program description included or referenced in the Safety Analysis Report shall be regarded as accepted by the Commission upon receipt of a letter to this effect from the appropriate reviewing office of the Commission or 60 days after submittal to the Commission, whichever occurs first.

Dated at Bethesda, Md., this 21st day of December 1982.

For the Nuclear Regulatory Commission.

William J. Dircks,

Executive Director for Operations.

[FR Doc. 83-630 Filed 1-7-83; 8:45 am]

BILLING CODE 7590-01-M

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10 CFR Part 140

Modification of Indemnity Agreements

AGENCY: Nuclear Regulatory Commission.

ACTION: Final rule.

SUMMARY: The Commission's regulations presently provide that if the Commission intends to enter into an indemnity agreement with provisions different from those in a standard form indemnity agreement or intends to modify a standard form indemnity agreement, then the Commission must publish notice of this intent in the **Federal Register** and allow 15 days for interested persons to file petitions for leave to intervene with respect to the proposed amendment. The Commission is amending its regulations to retain the public notice provision but to delete the opportunity for public intervention and comment. The Commission is adopting this amendment because the scope of public comment appropriate for an action of this type is so restricted that the opportunity for public comment is unnecessary.

EFFECTIVE DATE: February 9, 1983.

FOR FURTHER INFORMATION CONTACT: Eric E. Jakel, Esq., Office of the Executive Legal Director, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555. Telephone: (301) 492-8691.

SUPPLEMENTARY INFORMATION: The Commission's regulations (in 10 CFR 140.9) presently provide that if the Commission intends to enter into an indemnity agreement with provisions different from those in a standard form indemnity agreement or intends to modify a standard form indemnity agreement, then the Commission must publish notice of this intent in the **Federal Register** and allow 15 days for interested persons to file petitions for leave to intervene with respect to the proposed amendment. On July 23, 1982, the Commission published in the **Federal Register** (47 FR 31887) a proposed rule to amend its regulations to retain the public notice provision but to delete the opportunity for public intervention and comment. The Commission proposed amending 10 CFR 140.9 by removing the second sentence of that section. Currently, § 140.9 provides:

§ 140.9 Modifications of indemnity agreements.

The Commission will publish in the **Federal Register** a notice of its intent to enter into an indemnity agreement, or agreement amending an indemnity agreement, which contains provisions different from the form of the applicable indemnity agreement set forth in the appendices to this part, as such appendices may be amended from time to time. Such notices will provide at least a fifteen-day period following the date of publication in the **Federal Register** in which interested persons may file petitions for leave to intervene with respect to the proposed agreement.

The Commission has interpreted § 140.9 to mean that it only need solicit and consider written public comments on whether the language proposed to modify the indemnity agreements effectively implements the Commission's policy decision to exercise its descretionary authority to extend Price-Anderson indemnity coverage in any given situation. See 42 FR 44617, September 8, 1977; and 46 FR 55024, November 5, 1981. Comments addressing any other issue are not considered relevant.

Because granting a hearing or requesting public comment on such an insubstantial point, as the precise wording of an amendment to the standard indemnity agreement, is not meaningful, the Commission proposed to delete the second sentence of this section as unnecessary.

Two letters of comment were received in response to the notice of proposed rulemaking. Both letters expressed support for the proposed rule. One letter of comment recommended deleting all of the appendices to 10 CFR Part 140. Deletion of these appendices is an action that the Commission favors. In the near future, the Commission will publish a proposed rule soliciting public comment on this action. A rulemaking action resulting in deletion of these appendices would necessitate a conforming change to Part 140 deleting § 140.9 in its entirety.

No significant adverse comments or questions were received on the notice of proposed rulemaking, nor were any substantial changes in the text indicated. Therefore, the final rule being adopted by the Commission is identical to the proposed rule published for public comment.

Paperwork Reduction Act Statement

Pursuant to the provisions of the Paperwork Reduction Act of 1980 (Pub. L. 96-511), the NRC has made a determination that this rule would not impose new recordkeeping, application, reporting, or other types of information collection requirements.

Regulatory Flexibility Certification

In accordance with the Regulatory Flexibility Act of 1980, 5 U.S.C. 605(b), the NRC certifies that this rule will not have a significant economic impact on a substantial number of small entities. The rule affects the licensing and operation of nuclear reactors. The companies and institutions who own these reactors do not fall within the scope of the definition of "small entities" set forth in the Regulatory Flexibility Act or in the Small Business Size Standards set out in regulations issued by the Small Business Administration at 13 CFR Part 121. Since the companies that will be affected by this rule are dominant in their service areas, this rule does not fall within the purview of the Act.

Llist of Subjects in 10 CFR Part 140

Extraordinary nuclear occurrence, Insurance, Intergovernmental relations, Nuclear materials, Nuclear power plants and reactors, Penalty, Reporting requirements.

Under the authority of the Atomic Energy Act of 1954, as amended, the Energy Reorganization Act of 1974, as amended, and 5 U.S.C. 552 and 553, the following amendment to 10 CFR Part 140 is published as a document subject to codification.

PART 140—FINANCIAL PROTECTION REQUIREMENTS AND INDEMNITY AGREEMENTS

1. The authority citation for Part 140 is revised to read as follows:

Authority: Secs. 161, 170, 68 Stat. 948, 71 Stat. 576, as amended (42 U.S.C. 2201, 2210); secs. 201, 202, 88 Stat. 1242, as amended, 1244 (42 U.S.C. 5841, 5842).

For the purposes of sec. 223, 68 Stat. 958, as amended (42 U.S.C. 2273); §§ 140.11(a), 140.12(a), 140.13 and 140.13a are issued under sec. 161b, 68 Stat. 948, as amended (42 U.S.C. 2201(b)); and § 140.6 is issued under sec. 161o, 68 Stat. 905, as amended (42 U.S.C. 2201(o)).

2. Remove the authority citations following §§ 140.2, 140.3, 140.5, 140.6, 140.7, 140.10, 140.11, 140.13a, 140.14, 140.18, 140.20, 140.21, 140.22, 140.91, 140.92, 140.93, 140.94, 140.95, 140.107, and 140.108.

3. Section 140.9 is revised to read as follows:

§ 140.9 Modification of indemnity agreements.

The Commission will publish in the **Federal Register** a notice of its intent to enter into an indemnity agreement, or agreement amending an indemnity agreement, which contains provisions different from the form of the applicable indemnity agreement set forth in the appendices to this part, as such appendices may be amended from time to time.

Dated at Bethesda, Maryland, this 23d day of December, 1982.

For the Nuclear Regulatory Commission.

William J. Dircks,

Executive Director for Operations.

[FR Doc. 83-625 Filed 1-7-83; 8:45 am]

BILLING CODE 7590-01-M

FEDERAL HOME LOAN BANK BOARD

12 CFR Parts 523 and 544

[No. 82-889]

Charter and Bylaws Available to Federal Associations, and Related Amendments; Processing of Applications; Corrections

AGENCY: Federal Home Loan Bank Board.

ACTION: Final rule; corrections.

SUMMARY: This document corrects certain changes contained in Board Resolution No. 82-791 that determined the types of charters available to federal associations.

FOR FURTHER INFORMATION CONTACT: David A. Permut, (202-377-6962), Attorney, Office of General Counsel, Federal Home Loan Bank Board, 1700 G Street, NW., Washington, D.C. 20552.

SUPPLEMENTARY INFORMATION: On December 8, 1982, the Federal Home Loan Bank Board promulgated final amendments to its regulations governing the types of charters available to federal associations. Board Resolution No. 82-791 (December 8, 1982); 47 FR 56985, (December 22, 1982). The regulations implemented statutory revisions contained in Pub. L. 97-320, the Garn-St Germain Depository Institutions Act of 1982. In adopting these amendments, some provisions that should have been amended inadvertently were left unchanged, and the numbering of a new section was incorrect. By its action today, the Board corrects the subject language.

Accordingly, the Board is correcting FR Doc. 82-34448, appearing at 47 FR 56985 as set forth below:

PART 523—[CORRECTED]

1. On page 56989, paragraph 1, the amendatory language and section heading are corrected by changing "§ 523.3-2" to "§ 523.3-3".

PART 544—[CORRECTED]

2. On page 56991, paragraph 17, the amendatory language is corrected to read:

"17. Amend § 544.1(a) by revising the first sentence of that paragraph; removing the term "CHARTER N" as the heading at the beginning of the charter form and replacing it with the term "CHARTER N (REV.)"; removing the term "savings" wherever it appears in section 4 of the charter, other than in the first sentence, wherever it appears in sections 6, 7, and 10 thereof, other than the last sentence of section 10; and substituting the word "an" for "a" where appropriate in sections 4, 6 and 7 thereof; and revising the introductory text and paragraph (6) of section 3, the first sentence of section 4, and the last sentence of section 10 of the charter; as follows:"

3. On page 56991, paragraph 18, § 544.1(b) is corrected to read:

"**§ 544.1 Issuance of charter.**

* * * * *

(b) *Charter L.* If expressly requested

in the Application for Permission to Organize, or in the Application for Conversion to a Federal Association, the Board will issue, in lieu of Charter N (Rev.), a Charter L. The form of Charter L is the same as the form of Charter N (Rev.), except that the heading states "CHARTER L" instead of "CHARTER N (Rev.)" and in lieu of the provision in Charter N (Rev.) designated "6. *Withdrawals*," the following provision is substituted:

6. *Withdrawals*. The association shall have the right to pay the withdrawal value of its accounts at any time upon application therefor and to pay the holders thereof the withdrawal value thereof. Upon receipt of a written request from any holder of an account of the association for the withdrawal from such account of all or any part of the withdrawal value thereof, the association shall within 30 days pay the amount requested: *Provided*, That if the association is unable to pay all withdrawals requested at the end of 30 days from the date of such requests, it shall then proceed in the following manner while any withdrawal request remains unpaid for more than 30 days:

Withdrawal requests shall be paid in the order received and if any holder of an account or accounts has requested the withdrawal of more than $1,000, he shall be paid $1,000 in order when reached and his withdrawal request shall be charged with such amount as paid and shall be renumbered and placed at the end of the list of withdrawal requests, and thereafter, upon again being reached, shall be paid a like amount, but not exceeding the withdrawal value of his account, and until such withdrawal request shall have been paid in full, shall continue to be so paid, renumbered, and replaced at the end of the withdrawal requests on file: *Provided*, That when any such request is reached for payment, the association shall so advise the holder of such account by registered mail to his last address as recorded on the books of the association and, unless such holder shall apply in person or in writing for the payment of such withdrawal request within 30 days from the date of the mailing of such notice, no payment on account of such withdrawal request shall be made and such request shall be cancelled: *And provided further*, That the board of directors shall have absolute right to pay on an equitable basis an amount not exceeding $200 to any holder of an account or accounts in any calendar month and without regard to any other provision of this section.

When the association is unable to pay all withdrawal requests within a period not exceeding 30 days from the date of receipt of written request therefor it shall allot to the payment of such requests the remainder of the association's receipts from all sources after deducting from total receipts appropriate amounts for expenses, required payments on indebtedness, earnings distributable in cash to holders of accounts, and a fund for general corporate purposes equivalent to not more than 20 percent of the association's receipts from holders of its accounts and from its borrowers. Holders of accounts for which application for withdrawal has been made shall remain holder of accounts until paid and shall not become creditors.

4. On page 56991, the amendatory language in paragraph 19 is corrected to read:

"19. Amend § 544.1 by adding a new paragraph (c) entitled *Charter B (Rev.)* and inserting the text and charter form of § 577.1 thereto; removing the term "CHARTER B" as the heading at the beginning of the charter form and replacing it with the term "CHARTER B (REV.)"; and amending that charter by removing the phrases "established for the primary purpose of providing people with a convenient and safe place to invest their funds and to provide for the financing of homes," and "*General Objects and*" contained in section 3, revising section 5 as set forth below, revising the first sentence of section 6 as set forth below and removing the word "savings" from section 6 wherever it appears other than in the first sentence and substituting the word "an" for "a" where appropiate, removing the phrase "in Board Resolution No. —, dated ———, ——," in section 7 and substituting therefor the phrase "by the Board or its delegatee in connection with action", removing the phrase "charter: *Provided, however*, That the bank's equity, corporate bond, and consumer loan investments may in no event exceed — percent of its assets." contained in section 10 and substituting therefor the phrase "charter."; removing in section 10 the phrase "Board Resolution No. —, dated ———," and substituting therefor the phrase "action of the Board or its delegatee in connection with action", removing from the third paragraph of section 11 the word "savings" and the phrase "[and checking accounts]" wherever they appear, and removing from section 11 the phrase "Board, such reserves shall include the reserve required for insurance of accounts." and inserting in its place the phrase "Board."; as follows:

(Sec. 2, 5, 48 Stat. 128, 132, as amended (12 U.S.C. 1462, 1464); Sec. 401, 402, 403, 404, 405, 406, 407, 48 Stat. 1255, 1256, 1257, 1259, 1260, as amended (12 U.S.C. 1724, 1725, 1726, 1727, 1728, 1729, 1730); Sec. 408, 82 Stat. 5, as amended (12 U.S.C. 1730a); Reorg. Plan No. 3 of 1947; 3 CFR 1943-1948 Comp p. 1071)

Dated: December 30, 1982.

By the Federal Home Loan Bank Board.

Thomas P. Vartanian,

General Counsel.

[FR Doc. 83-520 Filed 1-7-83; 8:45 am]

BILLING CODE 6720-01-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 82-ANE-10; Amdt. 39-4528]

Airworthiness Directives; Garrett Turbine Engine Company Engine Models TSE331-3 and TPE331-1, -2, -3, -5, and -6 Series Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comment.

SUMMARY: This amendment supersedes a currently effective airworthiness directive (AD) which: Clarified the requirement that turbine wheels failing a required inspection be removed from service; established that normal cyclic life limits would be listed in a Garrett service bulletin (SB); identified and limited by specific part number (P/N) affected third stage turbine wheels; and made less restrictive the turbine wheel replacement option. This AD requires: removal of an additional suspect machining lot of P/N 868630 third stage turbine wheels; a fluorescent penetrant inspection in lieu of a visual inspection; a reduced inspection interval for P/N 895539 third stage turbine wheels; and installation of a third stage turbine stator assembly incorporating new P/N inner and outer seals. This AD also revises hourly and cyclic lives for all turbine wheels based on commuter or executive service use.

DATES: Effective January 7, 1983. Comments must be received on or before March 7, 1983. Compliance schedule—as prescribed in the body of the AD.

ADDRESSES: The applicable service information may be obtained from: Garrett Turbine Engine Company, Post Office Box 5217, Phoenix, Arizona 85010, Telephone: (602) 267-3011.

A copy of the service information is contained in the FAA Rules Docket, New England Region, Office of the Regional Counsel, Attn: Docket No. 82-ANE-10, 12 New England Executive Park, Burlington, Massachusetts 01803.

FOR FURTHER INFORMATION CONTACT: Bill Moring, Aerospace Engineer, ANM-174W, Western Aircraft Certification Field Office, Northwest Mountain Region, Post Office Box 92007, Worldway Postal Center, Los Angeles, California 90009; telephone: (213) 536-6381.

SUPPLEMENTARY INFORMATION: AD No. 82-10-05, Revision 1, Amendment 39-4457, (47 FR 39136) made effective on

September 9, 1982, provided clarification to operators of TSE331-3 and TPE331-1, -2, -3, -5, and -6 series engines which had the cyclic life limit of their third stage turbine wheels reduced by a previously issued AD. This earlier action was required because failures of the Part Number 868630 turbine wheel occurred at less than the published cyclic life limit. Since issuance of AD82-10-05, Revision 1, the FAA has been made aware of four additional failures of the third stage turbine wheel, Part Number 895539. This has shown the need for a more critical inspection of the rivet hole area of all turbine wheels. The visual inspection for rivet hole cracking of all turbine wheels is being superseded by a fluorescent penetrant inspection requirement. The hourly and cyclic life limits for each wheel are reduced to be consistent with the service history of turbine wheels which have experienced premature cracking at rivet holes. The retirement life for additional P/N 868630 third stage turbine wheels, now suspected to contain manufacturing errors and identified by serial number is reduced. FAA has also determined that the failure probability of a third stage turbine rotating knife seal may be reduced by incorporating a newly designed third stage turbine seal assembly. Further, evaluation of an uncontained wheel failure has revealed the cause to be low cycle fatigue cracking of the third stage turbine stator assembly. Consequently, high time (cycle) third stage turbine stator assemblies need to be reworked or replaced at a specified time. The remaining compliance requirements of AD82-10-05, Revision 1, Amendment 39-4457, remain unchanged.

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 30 days.

Request for Comments on the Rule

Although this action is in the form of a final rule which was not preceded by notice and public procedure, comments are invited on the rule. When the comment period ends, the FAA will use the comments submitted, together with other available information, to review the regulation. After the review, if the FAA finds that changes are appropriate, it will initiate rulemaking proceedings to amend the regulation. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in evaluating the effects of the AD and determining whether additional rulemaking is 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. Send comments to the FAA Rules Docket listed under "**ADDRESSES.**"

List of Subjects in 14 CFR Part 39

Engines, Air transportation, Aircraft, Aviation safety, Safety.

Adoption of 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 AD:

Garrett Turbine Engine Company (formerly AiResearch Manufacturing Company of Arizona): Applies to Garrett Engine Models TSE331-3 and TPE331-1, -2, -3, -5, and -6 series engines.

Compliance required as indicated, unless already accomplished.

To reduce the possibility of rapid destruction of the engine turbine, accomplish the following:

(a) P/N 868630-1, -2, -3, -4, and -7 third stage turbine wheels identified by serial number (S/N) below must be removed from service in order to accomplish the inspection provided in paragraph (d) of this AD prior to accumulating 1500 total wheel cycles:

S/N 0-01345-419, 420, 421, 422, 423, 424, 425, 426, 428, 430, 431, 432, 433, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 458, 459, 461, 463, 1296, 1298, 1299, 1301, 1302, 1304, 1305, 1306, 1307, 1308, 1309, 1311, 1312, 1313

S/N 0-01345-1314, 1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325, 1326, 1328, 1329, 1330, 1331, 1332, 1335, 1336, 1338, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2364, 2365, 2366, 2367, 2369, 2371, 2372

S/N 0-01345-2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2529, 3106, 3107, 3109, 3110, 3111, 3112, 3113, 3114, 3118, 3119, 3121, 3122, 3123, 3124, 3125, 3126, 3127, 3128, 3129, 3130, 3131, 3132, 3133, 3134, 3135, 3136, 3140, 3141, 3145, 3146, 3147, 3149, 3150, 3152, 3153, 3737

S/N 9-01345-15426, 15427, 15428, 15429, 15432, 15433, 18246, 18247, 18248, 18250, 18251, 18252, 18253, 18256, 18258, 18259, 18260, 18262, 18263, 18264, 18265, 18266, 18286, 18287, 18288, 18289, 18302, 18304, 18305, 18310, 18311, 18316, 18317, 18318, 18320, 18321, 18323, 18324, 18325, 18326, 18328, 18329, 18330, 18414, 18415

Note.—For purposes of this AD, an operating cycle is defined as any operating sequence involving an engine start, aircraft takeoff and landing, followed by engine shutdown and one cycle shall be counted for each such operational sequence.

(b) P/N 868630-1, -2, -3, -4, and -7 third stage turbine wheels identified by serial number (S/N) below must be removed from service according to the following schedule:

Wheel total cycles	Remove [1]
Less than 1,300	Before accumulation of 1,500 cycles.
1,300 or more and less 2,550.	Before accumulation of 2,600 cycles or within the next 200 cycles whichever occurs first.
2,550 or more	Within the next 50 cycles.

[1] No wheel listed below may exceed 1,500 total cycles in service after June 1, 1983.

S/N 0-01345-18350, 18623, 18659, 18660, 18663, 18669, 18672, 18673, 18674, 18676, 18677, 18678, 19294, 19295

S/N 0-01345-20025, 20026, 20130, 20588, 20589, 20590, 20591, 20592, 20593, 20594, 20595, 20596, 20597, 20598

S/N 0-01345-21873, 21874, 21875, 21876, 21877, 21878, 21879, 21880, 21881, 21882, 21883, 21884, 21885, 21886

S/N 0-01345-19321, 19980, 19983, 19984, 19985, 19986, 19987, 19988, 19989, 19990, 19991, 19992, 19993, 19994, 19995, 19996, 19997, 19998, 19999, 20000, 20001, 20002, 20003, 20004, 20008, 20009, 20010, 20011, 20012, 20013, 20014, 20015, 20016, 20017, 20018, 20019, 20020, 20021, 20022, 20023, 20024

S/N 0-01345-20599, 20600, 20601, 20602, 20603, 20604, 20605, 20606, 20607, 20609, 20611, 20612, 20613, 20614, 20615, 20616, 20617, 20618, 20619, 20620, 20621, 20622, 20623, 20624, 20625, 20626, 20627, 20628, 20629, 20630, 20631, 20632, 20633, 20634, 20635, 20637, 20779, 21869, 21870, 21871, 21872

S/N 0-01345-21887, 21888, 21889, 21890, 21891, 21892, 21893, 21894, 21895, 21896, 21897, 21898, 21899, 21900, 21903, 21904, 21905, 21906, 21907, 21908, 21909, 21910, 21911, 21914, 22332, 22333

Note.—The inspection provided in paragraph (d) of this AD does not apply to the third stage turbine wheels listed in paragraph (b).

(c) P/N 868630-1, -2, -3, -4, and -7 third stage turbine wheels introduced into service after March 24, 1978, and not listed by serial number in paragraph (a) or (b) of this AD must be removed from service in order to accomplish the inspection provided in paragraph (d) of this AD prior to accumulating 2600 total wheel cycles.

Note.— P/N 868630-1, -2, -3, and -4 third stage turbine wheels introduced into service prior to March 24, 1978, are not required to have the inspection provided in paragraph (d) of this AD.

(d) Except for those wheels listed by serial number in paragraph (b) of this AD, P/N 868630-1, -2, -3, -4, or -7 third stage turbine wheels which comply with the inspection requirements of paragraph 2 of Garrett Service Bulletin No. TPE/TSE331-72-0351, dated April 14, 1982, or later FAA approved revisions, may be operated to the life limits provided in paragraph (e) or (f) of this AD. Third stage wheels which do not meet the inspection limits of this service bulletin may not be returned to service.

Note.—Turbine wheels which comply with paragraph 2 of Garrett Service Bulletin No. TPE/TSE331-72-0351 or later FAA approved revisions have the service bulletin annotated on the life limited parts log card which is located either with the third stage wheel assembly or with the engine log book.

(e) The following turbine wheels which are or have been installed only in engines used exclusively by Domestic, Flag, and Supplemental Air Carriers operating under Part 121 or Air Taxi and Commercial Carriers operating under Part 135 of the Federal Aviation Regulation, may be continued in service to the cyclic or hourly life limits, whichever occurs first, specified below:

Wheel stage	Part number	Cycle and hour life
First	867569-1, -7	4,900 cycles or 3,000 hours.
Second	868272-1, -2, -3, -4	4,900 cycles or 3,000 hours.
Third	895539-1, -2, -3, -4	2,000 cycles or 1,400 hours.
Third	868630-1, -2, -3, -4, -7.	3,600 cycles or 3,000 hours.
Third	868630-8	4,300 cycles or 3,000 hours.

Turbine wheels which exceed these limits on the effective date of this AD must be removed prior to accumulating an additional 100 hours in service.

(f) The following turbine wheels which have been operated in engines used in service other than the type service designated in paragraph (e) of this AD, may be continued in service to the cyclic or hourly life limits specified below provided they meet the inspection standards contained in paragraph (g) or (h) of this AD as applicable:

Wheel stage	Part number	Cycle and hour life
First	867569-1, -7	3,600 hours.
Second	868272-1, -2, -3, -4	3,600 hours.
Third	895539-1, -2, -3, -4	2,000 cycles or 3,500 hours whichever occurs first.
Third	868630-1, -2, -3, -4, -7.	3,600 cycles or 3,600 hours whichever occurs first.
Third	868630-8	4,300 cylces or 3,600 hours whichever occurs first.

Turbine wheels which exceed these limits on the effective date of this AD must be removed prior to accumulating an additional 100 hours in service.

Note.—Turbine wheels introduced into service prior to March 24, 1978, are not required to have their cyclic lives recorded.

(g) P/N 867569-1 and -7; P/N 868272-1, -2, -3, and -4; and P/N 868630-1, -2, -3, -4, -7, and -8 turbine wheels operated to the life limits authorized by paragraph (f) of this AD must be inspected for cracks by fluorescent penetrant inspection procedures contained in the existing FAA approved maintenance manual for the applicable TPE/TSE331 engine before accumulating 1800 hours since new or 1800 hours since last inspected for cracks by fluorescent penetrant or visual inspection procedures contained in these same FAA approved maintenance manuals in effect prior to the issuance of this AD and before accumulating 1900 hours in service thereafter. Turbine wheels which exceed either this time for initial inspection or this inspection interval must be fluorescent penetrant inspected prior to accumulating an additional 100 hours in service. Wheels found to have cracks may not be returned to service.

(h) P/N 895539-1, -2, -3, and -4 third stage turbine wheels operated to the life limits authorized by paragraph (f) of this AD must be inspected for cracks by fluorescent penetrant inspection procedures contained in the existing FAA approved maintenance manual for the applicable TPE/TSE331 engines before accumulating 1500 hours since new or 800 hours since last inspected for cracks by fluorescent penetrant or visual inspection procedures contained in these same FAA approved maintenance manuals in effect prior to the issuance of this AD and before accumulating 800 hours in service thereafter. Turbine wheels which exceed either this time for initial inspection of this inspection interval must be fluorescent penetrant inspected according to the following schedule. Wheels found to have cracks may not be returned to service.

Wheels hours	Inspect [1]
Less than 1,400 since new.	Before accumulation of 1,500 hours since new.
1,400 or more and less than 1,800 since new.	Before accumulation of 1,800 hours since new or within the next 100 hours whichever occurs first.
1,800 or more since new.	Before further flight.
Less than 500 since last inspection.	Before accumulating 800 hours since last inspection.
500 or more and less than 1,000 since last inspection.	Before accumulating 1,200 hours since last inspection or within the next 300 hours whichever occurs first.
1,000 or more and less than 1,300 since last inspection.	Before accumulating 1,400 hours since last inspection or within the next 200 hours whichever occurs first.
1,300 or more and less than 1,800 since last inspection.	Before accumulating 1,800 hours since last inspection or within the next 100 hours whichever occurs first.
1,800 or more since last inspection.	Before further flight.

[1] No P/N 895539-1, -2, -3, or -4 turbine wheel may exceed either 1500 hours since new or 800 hours since last inspection after December 31, 1983.

(i) Prior to accumulating an additional 1800 operating hours after February 11, 1982, on all affected engines containing P/N 868630-1, -2, -3, or -4 or P/N 895539-1, -2, -3, or -4 third stage turbine wheels, or upon next removal of the third stage turbine wheel, after September 9, 1982, whichever occurs earlier, either:

(1) Remove curvic coupling gasket, P/N 868892-2, located forward of third stage turbine wheel, and replace it with a serviceable P/N 868892-9 curvic coupling gasket or subsequently approved part number gasket as prescribed in paragraph 2 of Garrett Service Bulletin TPE331-72-0300, dated September 9, 1981, or FAA approved equivalent; or,

(2) Replace the third stage turbine wheel with a P/N 868630-7, P/N 868630-8, or FAA approved equivalent third stage turbine wheel.

Note.—The P/N 868630-1, -2, -3, or -4 turbine wheel may be modified to the P/N 868630-7 third stage turbine wheel design by compliance with instructions provided in Garrett Service Bulletin TPE331-72-0327, dated December 14, 1981, or FAA approved equivalent.

(j) Upon next removal of the third stage turbine wheel from all affected engines after February 1, 1983, but not later than February 1, 1984, which have been installed on airplanes operated under Part 121 or Part 135 of the Federal Aviation Regulations, remove the third stage turbine stator P/N 868379-1 and third stage turbine seal P/N 868259-1 and replace with a serviceable P/N 868379-3 or subsequently approved part number stator as prescribed in paragraph 2 of Garrett Service Bulletin TPE331-22-0384, dated November 17, 1982, or FAA approved equivalent, and with a serviceable P/N 868259-2 or subsequently approved part number seal as prescribed in paragraph 2 of Garrett Service Bulletin TPE331-72-0380, dated November 17, 1982, or FAA approved equivalent.

Note.—Operating time and cycles are to be recorded in the Engine Log Book for P/N 868379-3 turbine stators.

(k) Upon next removal of the third stage turbine wheel from all affected engines, after February 1, 1983, which have been installed on airplanes operated exclusively in service other than that defined in paragraph (j) of this AD, remove the third stage turbine seal P/N 868259-1 and replace with a serviceable P/N 868259-2, or subsequently approved part number seal as prescribed in paragraph (j) of this AD.

(l) Within 1800 hours after February 1, 1984, on all affected engines which have been installed on airplanes operated exclusively in service other than that defined in paragraph (j) of this AD, remove the third stage turbine stator P/N 868379-1 and replace with a serviceable P/N 868379-3 or subsequently approved part number stator as prescribed in paragraph (j) of this AD.

(m) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate aircraft to a base for the accomplishment of inspections or modifications required by this AD.

(n) Alternative inspections, modifications, or other actions which provide an equivalent level of safety may be used when approved by the Manager, Western Aircraft Certification Field Office, FAA Northwest Mountain Region.

This AD supersedes AD 82-10-05, Revision 1, Amendment 39-4457. Amendment 39-4457 became effective September 9, 1982.

This Amendment 39-4526 becomes effective January 7, 1983.

(Secs. 313(a), 601, 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 14 CFR 11.89.)

The FAA has determined that this regulation is an emergency regulation that is not major under Section 8 of Executive Order 12291. It is impracticable for the agency to follow the procedures of Order 12291 with respect to this rule since the rule must be issued immediately to correct an unsafe condition in aircraft. It has been further determined that this document involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11035; February 26, 1979). If this action is subsequently determined to involve a significant regulation, a final regulatory evaluation or analysis, as appropriate, will be prepared and placed in the regulatory docket (otherwise, an evaluation is not required). A copy of it, when filed, may be obtained by contacting the person identified under the caption "**FOR FURTHER INFORMATION CONTACT**".

Issued in Burlington, Massachusetts, on December 22, 1982.

Robert E. Whittington,

Director, New England Region.

[FR Doc. 83-423 Filed 1-7-83; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 39

[Docket No. 82-CE-39-AD; Amendment 39-4534]

Airworthiness Directives; Piper PA-31 Series Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule superseding existing AD.

SUMMARY: This amendment supersedes Airworthiness Directive (AD) 82-08-06, which requires repetitive inspections of the wing flap transmission, and limits the extension angles of the wing flaps and requires related corresponding changes in the published Operating Limitations and Procedures on certain Piper PA-31 series airplanes incorporating a Dukes flap actuating system. The superseding AD continues in effect these requirements, extends the compliance time, requires the installation of a supplementary flap travel stop and incorporates in the AD a previously approved means of compliance. This action reduces the possibility of a large asymmetric wing flap condition and precludes the potential for flap damage on airplanes modified per AD 82-08-06.

DATE: Effective January 11, 1983; Compliance: As prescribed in the body of the AD.

ADDRESSES: Piper Aircraft Corporation Service Bulletins No. 739 dated March 1, 1982, No. 741 dated March 1, 1982, No. 494B dated July 17, 1979, Piper Aircraft Corporation Service Letters No. 958 dated October 25, 1982, and No. 764A dated July 17, 1979, applicable to this AD may be obtained from Piper Aircraft Corporation, 820 East Bald Eagle Street, Lock Haven, Pennsylvania 17745. A copy of this information is also contained in the Rules Docket, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: W. H. Trammell, ACE-130A, Atlanta Aircraft Certification Office, FAA, P.O. Box 20636, Atlanta, Georgia 30320; Telephone (404) 763-7781.

SUPPLEMENTARY INFORMATION: To prevent asymmetric flap extention and possible loss of airplane control, the FAA issued AD 82-08-06, Amendment 39-4368 (47 FR 16615, 16616), as revised by Amendment 39-4456 (47 FR 39135), applicable to certain Piper PA-31 series airplanes. This AD superseded ADs 76-10-06 and 81-11-03 and incorporated, with changes, the repetitive inspections and flap operations limitations contained therein. A part of the action required by this AD was the installation of Flap Travel Restriction Kits 764 396 or 764 397, as applicable to the specific airplane in accordance with Piper Aircraft Corporation Service Bulletin No. 739.

Subsequent to the issuance of this AD, flap damage occurred because of a malfunction of the flap down limit switch which allowed the flap actuator to continue to apply extending force to the flap after it was against a stop installed on the flap track when incorporating the above kits. As a result of this condition, the manufacturer incorporated an additional flap travel stop on all Kits 764 396 and 764 397 shipped from the factory subsequent to September 9, 1982. Concurrently, it made parts and instructions available in Supplementary Flap Travel Restrictions Kit 764 920L for incorporating this stop on airplanes modified with earlier kits.

In addition, the manufacturer is unable to supply sufficient kits to allow modification of all airplanes prior to the present compliance date of November 1, 1982, for AD 82-08-06.

The FAA has also approved in several instances the installation of a 40:1 gear ratio Dukes wing flap transmission, Piper P/N 489-627, Dukes P/N 1215-00-1(L.H.), Piper P/N 489-428, Dukes P/N 1216-00-1(R.H.) or modification of the existing 20:1 gear ratio wing flap transmission as an equivalent means of compliance with AD 82-08-06. The FAA finds that sufficient interest exists in this means of compliance with the AD to warrant inclusion of this method of compliance in the superseding AD.

Accordingly, since the conditions described herein are likely to exist or develop on other airplanes of the same type design, the FAA is superseding AD 82-08-06 as revised by Amendment 39-4456, applicable to Piper PA-31 series airplanes. The superseding AD continues in effect the provisions of AD 82-08-06, requires installation of the additional flap travel stop if not already incorporated and includes an equivalent means of compliance with this AD which has been already approved for some operators.

Because an emergency condition exists that requires the immediate adoption of this regulation, it is found that notice and public procedure hereon are impractical and contrary to the public interest, and good cause exists for making this amendment effective in less than 30 days.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

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:

Piper Aircraft Corporation: Applies to Models PA-31 (S/Ns 31-2 thru 31-7812129), PA-31-300 (S/Ns 31-2 thru 31-511), PA-31-325 (S/Ns 31-7300932 thru 31-7812129), PA-31-350 (S/Ns 31-5001 thru 31-7852171), PA-31T (S/Ns 7400002 thru 31T-7820092, except 31T-7820067), PA-31T1 (S/Ns 31T-7804001 thru 31T-7804011) and PA-31P (S/Ns 31P-1 thru 31P-7730012) airplanes certificated in any category.

Compliance: Required as indicated unless already accomplished. To prevent loss of control due to flap asymmetric conditions caused by failure of the flap extension system, accomplish the following:

a) On Models PA-31 (S/Ns 31-2 thru 31-7812129), PA-31-300 (S/Ns 31-2 thru 31-511), PA-31-325 (S/Ns 31-7300932 thru 31-7812129), PA-31-350 (S/Ns 31-5001 thru 31-7852171) and PA-31P (S/Ns 31P-1 thru 31P-7730012) airplanes:

1. Within 25 hours time-in-service after April 22, 1982, restrict maximum flap extension to 25 degrees by installation of temporary instrument markings and placards and incorporation of pen and ink changes in the applicable "Airplane Flight Manuals" or "Pilot's Operating Handbook and FAA Approved Flight Manual" in accordance with Part I of Piper Service Bulletin No. 739, dated March 1, 1982. The installation of permanent kits prescribed in paragraph a)4 below meets these requirements.

2. Within 100 hours time-in-service after April 22, 1982, and thereafter at intervals not exceeding 500 hours time-in-service, visually inspect the flap flexible drive shaft assemblies for alignment, wear and security of attachment of end fittings to the flexible shaft. Prior to further flight, replace unsatisfactory parts in accordance with Part II of Piper Service Bulletin No. 739, dated March 1, 1982.

3. Within the next 100 hours time-in-service after April 22, 1982, or when last