

(k) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(l) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR

21.197 and 21.199) to operate the aircraft to a location where the inspection and rework requirements of this AD can be accomplished.

(m) The actions required by this AD shall be done in accordance with the following PW service documents:

Document No.	Pages	Revision	Date
SB No. PW2000 72-588 .....	1 2 3-12 1-23	1 ..... Original ..... 1 ..... A .....	Mar. 31, 1997. Feb. 17, 1997. Mar. 31, 1997. Mar. 25, 1997.
NDIP-899 .....			
Total Pages: 35			
SB No. PW2000 72-588 .....	1-12 1-23	Original ..... Original .....	Feb. 17, 1997. Feb. 16, 1997.
NDIP-899 .....			
SB No. PW2000 72-588 .....	38	Original .....	Feb. 17, 1997.
Total Pages: 36			
ASB No. PW2000 A72-592 .....	1-16	Original .....	Mar. 18, 1997.
Total Pages: 16			

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-6600, fax (860) 565-4503. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(n) This amendment becomes effective on May 12, 1997.

Issued in Burlington, Massachusetts, on April 17, 1997.

**Jay J. Pardee,**

*Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 97-10585 Filed 4-24-97; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-NM-73-AD; Amendment 39-10002; AD 97-09-06]

RIN 2120-AA64

#### Airworthiness Directives; Boeing Model 757 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to all Boeing Model 757

series airplanes. This action requires repetitive inspections to detect damage of the tubes of the fire extinguishing and smoke detection systems, and duct support brackets of the auxiliary power unit (APU); and corrective actions, if necessary. This amendment is prompted by reports of incidents in which the tubes of the fire extinguishing and smoke detection systems chafed against the stiffener rings and support brackets of the pneumatic duct of the APU. The actions specified in this AD are intended to detect and correct such chafing, which could result in a hole in the tube of the fire extinguishing system and consequently, could prevent the proper distribution of the fire extinguishing agent within the aft cargo compartment in the event of a fire. Such chafing also could result in a hole in the smoke detection system, which could result in the delay of detection of a fire in the aft cargo compartment.

**DATES:** Effective May 15, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 12, 1997.

Comments for inclusion in the Rules Docket must be received on or before June 24, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-73-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Boeing

Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

#### FOR FURTHER INFORMATION CONTACT:

Clayton R. Morris, Jr., Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227-2794; fax (206) 227-1181.

**SUPPLEMENTARY INFORMATION:** The FAA has received several reports of incidents in which the tubes of the fire extinguishing and smoke detection systems of the aft cargo compartment chafed against the stiffener rings and support brackets of the pneumatic duct of the auxiliary power unit (APU). These incidents occurred on Boeing Model 757 series airplanes. Investigation revealed that thermal growth of the pneumatic duct of the APU caused the stiffener rings to contact the tubes. Such thermal growth also can cause a stiffener ring to contact a support bracket of the pneumatic duct of the APU, which could eventually break the support bracket. A broken support bracket could chafe the tubes of the fire extinguishing and smoke detection systems of the aft cargo compartment. Chafing of the subject tubes could eventually create a hole in the tubes.

### Unsafe Conditions

A hole in the tubes of the fire extinguishing system, if not detected and corrected, could prevent the proper distribution of the fire extinguishing agent within the aft cargo compartment in the event of a fire. In addition, such a hole could release the fire extinguishing agent outside of the aft cargo compartment, which could migrate through the return air grilles in the passenger cabin. Localized hazardous concentrations of a fire extinguishing agent could cause deleterious physiological effects on the passengers and crew.

Additionally, a hole in the tubes of the smoke detection system, if not detected and corrected, could result in the delay of detection of a fire in the aft cargo compartment.

### Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Alert Service Bulletin 757-26A0040, dated March 27, 1997. The alert service bulletin describes procedures for repetitive detailed visual inspections to detect damage of the tubes of the fire extinguishing and smoke detection systems, and support brackets of the pneumatic duct of the APU. The alert service bulletin also describes procedures for replacing, repairing, or splicing (as applicable) any damaged part.

### Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other Boeing Model 757 series airplanes of the same type design, this AD is being issued to detect and correct chafing of the tubes of the fire extinguishing and smoke detection systems. Such chafing could result in a hole in a tube of the fire extinguishing system, and consequently prevent the proper distribution of the fire extinguishing agent within the aft cargo compartment in the event of a fire. Such chafing also could result in a hole in a tube of the smoke detection system, which could result in the delay of detection of a fire in the aft cargo compartment. This AD requires repetitive detailed visual inspections to detect damage of the tubes of the fire extinguishing and smoke detection systems, and support brackets of the pneumatic duct of the APU; and corrective actions, if necessary. The actions are required to be accomplished in accordance with the alert service bulletin described previously.

### Interim Action

This is considered to be interim action until final action is identified, at which time the FAA may consider further rulemaking.

### Determination of Rule's Effective Date

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

### Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 97-NM-73-AD." The postcard will be date stamped and returned to the commenter.

### Regulatory Impact

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various

levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

### PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

#### \$39.13 [Amended]

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

**97-09-06 Boeing:** Amendment 39-10002. Docket 97-NM-73-AD.

**Applicability:** All Model 757 series airplanes, certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not

been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required as indicated, unless accomplished previously.

To detect and correct chafing of the tubes of the fire extinguishing and smoke detection systems, which could prevent the proper distribution of the fire extinguishing agent within the aft cargo compartment in the event of a fire, or could result in the delay of detection of a fire in the aft cargo compartment, accomplish the following:

(a) Prior to the accumulation of 10,000 flight hours, or within 60 days after the effective date of this AD, whichever occurs later, accomplish paragraphs (a)(1), (a)(2), and (a)(3) of this AD, in accordance with Boeing Alert Service Bulletin 757-26A0040, dated March 27, 1997. Repeat all inspections thereafter at intervals not to exceed 10,000 flight hours.

(1) Perform a detailed visual inspection to detect damage of the tubes of the fire extinguishing system between stations 1300 and 1580, as applicable, in accordance with the alert service bulletin. If any damaged tube is detected, prior to further flight, repair or replace it with a new tube, in accordance with the alert service bulletin.

(2) Perform a detailed visual inspection to detect damage of the tubes of the smoke detection system between stations 1300 and 1580, in accordance with the alert service bulletin.

(i) If any damage is detected, and the damage is within the limits specified in the alert service bulletin, prior to further flight, repair it in accordance with the alert service bulletin.

(ii) If any damage is detected, and the damage is outside the limits specified in the alert service bulletin, prior to further flight, splice any damaged tube or replace it with a new tube, in accordance with the alert service bulletin.

(3) Perform a detailed visual inspection to detect damage of the support brackets of the pneumatic duct of the auxiliary power unit (APU) at stations 1380, 1460, and 1540, in accordance with the alert service bulletin. If any damage is detected, prior to further flight, repair any damaged duct support bracket, or replace it with a new duct support bracket, in accordance with the alert service bulletin.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) The actions shall be done in accordance with Boeing Alert Service Bulletin 757-26A0040, dated March 27, 1997. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on May 12, 1997.

Issued in Renton, Washington, on April 18, 1997.

**James V. Devany,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 97-10661 Filed 4-24-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 96-ANE-25; Amendment 39-9979; AD 97-07-05]

RIN 2120-AA64

#### **Airworthiness Directives; AlliedSignal Inc. T5311, T5313, T5317, and T53 (Military) Series Engines**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to AlliedSignal Inc. (formerly Textron Lycoming) T5311, T5313, T5317, and T53 series military engines approved for installation on aircraft certified in accordance with Section 21.25 of the Federal Aviation Regulations (FAR), that requires removal and replacement of the N2 spur gear nut retainer (lock cup). This amendment is prompted by reports of N2 spur gear nut retainer (lock cup) separation. The actions specified by this AD are intended to prevent N2 accessory drive assembly disengagement due to N2 spur gear nut retainer (lock cup) separation, which could result in an uncommanded engine acceleration.

**DATES:** Effective June 24, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 24, 1997.

**ADDRESSES:** The service information referenced in this AD may be obtained from AlliedSignal Aerospace, Attn: Data

Distribution, M/S 64-3/2101-201, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493, fax (602) 365-5577. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

#### **FOR FURTHER INFORMATION CONTACT:**

Raymond Vakili, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; telephone (310) 627-5262; fax (310) 627-5210.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to AlliedSignal Inc. (formerly Textron Lycoming) T5311, T5313, T5317, and T53 series military engines approved for installation on aircraft certified in accordance with Section 21.25 of the Federal Aviation Regulations (FAR) was published in the **Federal Register** on November 13, 1996 (61 FR 58148). That action proposed to require removal and replacement of the N2 spur gear nut retainer (lock cup) with a more durable machined lock cup.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comment received.

The commenter (the manufacturer) states that the total time for access and replacement of the affected part should be changed from 3 hours to 16 hours to reflect access, removal, replacement, and closing. The FAA concurs and has revised the economic analysis of this final rule accordingly.

Since issuance of the NPRM, the manufacturer has issued Revision 1, dated October 25, 1996, of AlliedSignal Engines Service Bulletin (SB) No. T53-L-13B-0082, and SB No. T53-L-703-0084. This final rule AD references these later revisions.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously. The FAA has determined that these changes will not increase the scope of the AD.

There are approximately 450 (excluding military) engines of the affected design in the worldwide fleet. The FAA estimates that 125 (excluding military) engines installed on aircraft of U.S. registry will be affected by this AD,