

Note 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines 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 (e) 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 prevent front compressor front hub (fan hub) failure due to tierod, counterweight, or bushed hole cracking, which could result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) For fan hubs identified by serial numbers (S/Ns) in Appendix A of PW Alert Service Bulletin (ASB) No. A6272, dated September 24, 1996, after the fan hub has accumulated more than 4,000 cycles in service since new (CSN), accomplish the following:

(1) Select an initial inspection interval from Table 1 of this AD and inspect for cracks in accordance with the Accomplishment Instructions, Paragraph A, Part 1, and, if applicable, Paragraph B, of PW ASB No. A6272, dated September 24, 1996.

(2) Reinspect at the interval in Table 1 of this AD that corresponds to the selected initial inspection interval, and in accordance with the Accomplishment Instructions, Paragraph A, Part 1, and, if applicable, Paragraph B, of PW ASB No. A6272, dated September 24, 1996.

TABLE 1

Initial inspection	Reinspection
1. Within 1,050 cycles in service (CIS) after the effective date of this AD, or prior to accumulating 5,050 CSN, whichever occurs later.	After accumulating 2,500 CIS since last inspection, but not to exceed 6,000 CIS since last inspection.
OR	
2. Within 990 CIS after the effective date of this AD, or prior to accumulating 4,990 CSN, whichever occurs later.	After accumulating 2,500 CIS since last inspection, but not to exceed 8,000 CIS since last inspection.

TABLE 1—Continued

Initial inspection	Reinspection
OR	
3. Within 965 CIS after the effective date of this AD, or prior to accumulating 4,965 CSN, whichever occurs later.	After accumulating 2,500 CIS since last inspection, but not to exceed 10,000 CIS since last inspection.

(b) For fan hubs with S/Ns not listed in Appendix A of PW ASB No. A6272, dated September 24, 1996, after the fan hub has accumulated more than 4,000 CSN, inspect at the next time the fan hub is in the shop at piece-part level, but not to exceed 10,000 CIS after effective date of this AD in accordance with the Accomplishment Instructions, Paragraph A, Part 2, and, if applicable, Paragraph B, of PW ASB No. A6272, dated September 24, 1996.

(c) Remove from service fan hubs found cracked or fan hubs that exceed the bushed hole acceptance criteria in accordance with PW ASB No. A6272, dated September 24, 1996, and replace with serviceable parts.

(d) Report findings of cracked fan hubs in accordance with Accomplishment Instructions, Paragraph F, of Attachment 1 to PW ASB No. A6272, dated September 24, 1996, within 48 hours after inspection to Robert Guyotte, Manager, Engine Certification Branch, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7142, fax (617) 238-7199; Internet: Robert.Guyotte@faa.dot.gov. Reporting requirements have been approved by the Office of Management and Budget and assigned OMB control number 2120-0056.

(e) 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.

(f) 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 requirements of this AD can be accomplished.

(g) The actions required by this AD shall be done in accordance with the following PW ASB:

Document No.	Pages	Revision	Date
A6272	1-21	Original	September 24, 1996.
NDIP-892 ..	1-30	A	September 15, 1996.

Document No.	Pages	Revision	Date
Attachment I.	AI-1- AI-4	A	September 15, 1996.

Total pages: 55.

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.

(h) This amendment becomes effective on March 5, 1997.

Issued in Burlington, Massachusetts, on January 13, 1997.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 97-1703 Filed 1-31-97; 8:45 am]

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14 CFR Part 39

[Docket No. 95-NM-106-AD; Amendment 39-9910; AD 97-03-04]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 727 and 737 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 727 and 737 series airplanes, that requires replacing the fuel cap assembly with a new assembly on the inlet fitting at the inside top of the Boeing-designed auxiliary fuel tank(s). This amendment also requires installing certain new placards once the replacement action is accomplished. This amendment is prompted by reports that the fuel cap assembly, due to its design, became loose and allowed fuel to enter the deactivated auxiliary fuel tanks on in-service airplanes. The actions specified by this AD are intended to prevent unwanted fuel transferring to the deactivated auxiliary fuel tanks, due to the problems associated with a loose fuel cap assembly.

DATES: Effective March 10, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director

of the Federal Register as of March 10, 1997.

ADDRESSES: 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 Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 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:

Sulmo Mariano, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227-2686; fax (206) 227-1181.

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 certain Boeing Model 727 and 737 series airplanes was published in the Federal Register on June 19, 1996 (61 FR 31061). That action proposed to require replacing the fuel cap assembly with a new assembly on the inlet fitting at the inside top of the auxiliary fuel tank. That action also proposed to require the replacement of currently-installed "INOP" placards with new placards.

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

Support for the Proposed Rule

One commenter supports the proposal.

Request To Clarify Applicability of the Proposed Rule

One commenter requests clarification as to what airplanes would be subject to the proposed AD. The commenter points out that, although the applicability statement of the proposal indicates that it is applicable to all Boeing Model 737 series airplanes, the referenced Boeing Alert Service Bulletin 737-28A1032 applies only to Model 737-200 series airplanes. The commenter questions whether the proposed rule would be applicable to all other types of Model 737's that are equipped with forward an/or aft auxiliary fuel tanks.

The FAA concurs that clarification is needed with respect to the applicability of this AD. First, this AD addresses problems associated only with certain Boeing-designed auxiliary fuel tanks.

Those fuel tanks are installed only on airplanes specified in the effectivity listing of Boeing Alert Service Bulletin 727-28A0062, Revision 5, dated May 4, 1995 (for Model 727 series airplanes), and Boeing Alert Service Bulletin 737-28A1032, Revision 2, dated May 4, 1995 (for Model 737-200 series airplanes). The final rule has been revised to specify that:

1. the airplanes subject to the AD are the ones specified in those Boeing alert service bulletins, and
2. the subject auxiliary fuel tanks are designed by Boeing.

Request for Clarification Regarding Future Applicability of Proposed Rule

One commenter requests clarification as to whether airplanes whose auxiliary fuel tanks are not currently deactivated, would be subject to the requirements of the proposed rule if their auxiliary fuel tanks were to be deactivated at some time in the future.

The FAA concurs that clarification is necessary regarding this point. The applicability statement clearly specifies that the AD is applicable to airplanes with deactivated auxiliary fuel tanks. Therefore, the AD is applicable to any airplane whenever its auxiliary fuel tank is deactivated—now or at any time in the future. The FAA has added a NOTE to the final rule to specify that the requirements of the AD become applicable whenever an auxiliary fuel tank is deactivated on the subject airplanes.

Conclusion

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 previously described. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

Cost Impact

There are approximately 211 Boeing Model 727 series airplanes and 36 Boeing Model 737 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 134 Boeing Model 727 series airplanes and 25 Boeing Model 737 series airplanes of U.S. registry will be affected by this AD.

For Boeing Model 727 series airplanes, the required modification will take approximately 53 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts will be supplied by the manufacturer at no cost to the operators. Based on these figures, the cost impact

of the AD on U.S. operators of Model 727 series airplanes is estimated to be \$426,120, or \$3,180 per airplane.

For Boeing Model 737 series airplanes, the required modification will take approximately 18 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts will be supplied by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the AD on U.S. operators of Model 737 series airplanes is estimated to be \$27,000, or \$1,080 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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:

97-03-04—Boeing: Amendment 39-9910.
Docket 95-NM-106-AD.

Applicability: Model 727 and 737 airplanes; as listed in Boeing Alert Service Bulletin 727-28A0062, Revision 5, dated May 4, 1995 (for Model 727 series airplanes) and Boeing Alert Service Bulletin 737-28A1032, Revision 2, dated May 4, 1995 (for Model 737 series airplanes); equipped with forward and/or aft Boeing-designed auxiliary fuel tanks that have been deactivated; certificated in any category.

Note 1: If the forward and/or aft Boeing-designed auxiliary fuel tank(s) on any of the airplanes specified in the applicability provision is currently activated, the requirements of this AD become applicable whenever that auxiliary fuel tank is deactivated.

Note 2: 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 prevent the nut of the fuel cap assembly from backing off and the cap from loosening, and subsequently, unwanted fuel transferring to the auxiliary fuel tanks, accomplish the following:

(a) Within 6 months after the effective date of this AD, accomplish paragraphs (a)(1) and (a)(2) of this AD, in accordance with Part IV of the Accomplishment Instructions of Boeing Alert Service Bulletin 727-28A0062, Revision 5, dated May 4, 1995 (for Model 727 series airplanes); or Boeing Alert Service Bulletin 737-28A1032, Revision 2, dated May 4, 1995 (for Model 737 series airplanes); as applicable.

(1) Replace the fuel cap assembly having part number (P/N) AN929A24 with a new fuel cap assembly having P/N AN929L24 on the inlet fitting at the inside top of the auxiliary fuel tank, in accordance with the applicable service bulletin. And

(2) Replace the INOP placards with new placards, in accordance with the applicable 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 3: 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 727-28A0062, Revision 5, dated May 4, 1995 (for Model 727 series airplanes); or Boeing Alert Service Bulletin 737-28A1032, Revision 2, dated May 4, 1995 (for Model 737 series airplanes); as applicable. 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 March 10, 1997.

Issued in Renton, Washington, on January 23, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-2223 Filed 1-31-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-235-AD; Amendment 39-9911; AD 97-03-05]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Model DC-9 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain McDonnell Douglas DC-9 series airplanes, that currently requires repetitive visual inspections to detect corrosion and cracking of the fuselage upper skin and frames in the area of the loop antenna assemblies of the automatic direction finder (ADF), and repair, if necessary. This amendment adds a requirement to perform a visual and an eddy current inspection of the fuselage forward upper

skin under the antennas, followed by the reinstallation of the ADF antennas using an improved procedure. This amendment is prompted by the development of a modification of the ADF antenna installation that constitutes terminating action for the required repetitive visual inspections. The actions specified by this AD are intended to prevent rapid decompression of the fuselage, significant structural damage, and subsequent reduced structural integrity of the airplane, due to problems associated with corrosion and fatigue cracking in the subject area.

DATES: Effective March 10, 1997.

The incorporation by reference of McDonnell Douglas Alert Service Bulletin DC9-53A282, dated March 20, 1996, listed in the regulations, was approved previously by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of April 15, 1996 (61 FR 15882, April 10, 1996).

The incorporation by reference of McDonnell Douglas Service Bulletin DC9-53-284, dated August 20, 1996, listed in the regulations, is approved by the Director of the Federal Register as of March 10, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1-L51 (2-60). This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Wahib Mina, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5324; fax (310) 627-5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 96-07-51, amendment 39-9562 (61 FR 15882, April 10, 1996), which is applicable to certain McDonnell Douglas DC-9 series airplanes, was published in the Federal Register on October 23, 1996 (61 FR 54969). That action proposed to continue to require repetitive internal