

To prevent rear right hand mount link failure, which could result in engine separation from the aircraft, accomplish the following:

(a) No further action is required for operators that have complied with priority letter AD 96-09-01.

(b) For engines installed on Airbus A300 and A310 series aircraft, accomplish the following:

(1) Prior to further flight, borescope inspect the rear right hand mount link in accordance with the Accomplishment Instructions of GE CF6-80C2 SB No. 72-835, Revision 1, dated May 2, 1996, to determine if the link S/N is listed in that SB.

(2) If the link S/N does not match those listed in that SB, no further action is required.

(3) If the link S/N matches those listed in that SB, prior to further flight remove the rear right hand mount link from service and replace with a serviceable part in accordance

with the Accomplishment Instructions of GE CF6-80C2 SB No. 72-835, Revision 1, dated May 2, 1996.

(c) For engines installed on McDonnell Douglas MD-11 series aircraft, accomplish the following:

(1) Within 15 days after the effective date of this AD, borescope inspect the rear right hand mount link in accordance with the Accomplishment Instructions of GE CF6-80C2 SB No. 72-835, Revision 1, dated May 2, 1996, to determine if the S/N is listed in that SB.

(2) If the S/N does not match those listed in that SB, no further action is required.

(3) If the S/N matches those listed in that SB, within 60 days after the effective date of this AD, remove the rear right hand mount link from service and replace with a serviceable part in accordance with the Accomplishment Instructions of GE CF6-80C2 SB No. 72-835, Revision 1, dated May 2, 1996.

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

(e) 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.

(f) The actions required by this AD shall be done in accordance with the following SB:

Document No.	Pages	Revision	Date
GE CF6-80C2 SB No. 72-835 ..... Total pages: 16.	1-16	1	May 2, 1996.

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 General Electric Technical Services, Attn: Leader for Distribution/Microfilm, 10525 Chester Road, Cincinnati, OH 45215; phone (513) 672-8400 ext. 114, fax (513) 672-8422. 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.

(g) This amendment supersedes priority letter AD 96-09-01, issued April 15, 1996.

(h) This amendment becomes effective on August 28, 1996.

Issued in Burlington, Massachusetts, on July 31, 1996.

Mark C. Fulmer,

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

[FR Doc. 96-20397 Filed 8-12-96; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 39

[Docket No. 96-NM-195-AD; Amendment 39-9710; AD 96-17-02]

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 certain Boeing Model 757 series airplanes. This action requires an inspection of the engine fuel shutoff valves (spar valves) to detect leakage of fuel and to ensure that no leakage occurs when the valves are commanded to close. This action also requires an alignment procedure of the engine fuel shutoff valves, if necessary. This amendment is prompted by reports that certain engine shutoff valve assemblies were improperly installed during manufacturing of the airplane. The actions specified in this AD are intended to prevent uncommanded fuel flow from the fuel tanks to the engine nacelle, which could result in reduced aircraft fire protection in the event of a leak in the engine fuel line or a fire in the engine nacelle.

**DATES:** Effective August 28, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 28, 1996.

Comments for inclusion in the Rules Docket must be received on or before October 15, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-195-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:

Bernie Gonzalez, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227-2682; fax (206) 227-1181.

**SUPPLEMENTARY INFORMATION:** The FAA has received reports that certain defueling valve assemblies were improperly installed on a Boeing Model 757 series airplane during manufacturing. Such improper installation results in uncommanded transfer of fuel from tank to tank. Investigation revealed that the engine fuel shutoff valves (spar valves) are installed in the same manner and are identical to the defueling valves. While leakage of the defueling valves can be readily and immediately detected, leakage of engine fuel shutoff valves cannot be detected unless the main engine fuel supply line is open. Furthermore, since the engine fuel shutoff valves leak in the commanded "closed" position, the Engine Indication and Crew Alerting System (EICAS) does not show an advisory message, and the amber "SPAR VALVE" disagreement light on the P10 fuel control switch panel does not illuminate.

The engine fuel shutoff valve is controlled by the appropriate fuel control switch on the P10 panel of the

control stand. The valve is closed when the switch is in the "CUTOFF" position, and is open when the switch is in the "RICH" (for Rolls Royce engines only) or in the "RUN" position. The amber "SPAR VALVE" disagreement light above each fuel control switch illuminates anytime the valve is not in the commanded position. The EICAS advisory message, "L (or R) FUEL SPAR VAL" will appear after six seconds when disagreement exists. The valve closes when the fire handle is pulled.

The engine fuel shutoff valve provides fire protection to the airplane by shutting off fuel at the wing in the event of a leak in the engine fuel line or a fire in the engine nacelle. If the engine fuel shutoff valve does not fully close when commanded, fuel may continue to flow from the wing to the engine. This condition, if not corrected, could result in uncommanded fuel flow from the fuel tanks to the engine nacelle, which could result in reduced fire protection of the airplane in the event of a leak in the engine fuel line or a fire in the engine nacelle.

#### Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Alert Service Bulletin 757-28A0045, dated July 30, 1996, which describes procedures for inspection of the engine fuel shutoff valves (spar valves) to detect leakage of fuel and to ensure that no leakage occurs when the valves are commanded to close. This alert service bulletin also describes procedures for an alignment of the engine fuel shutoff valve(s) for those airplanes that do not pass the inspection to detect leakage of fuel.

#### 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 prevent uncommanded fuel flow from the fuel tanks to the engine nacelle, which could result in reduced fire protection of the airplane in the event of a leak in the engine fuel line or a fire in the engine nacelle. This AD requires inspection of the engine fuel shutoff valves to detect leakage of fuel and to ensure that no leakage occurs when the valves are commanded to close. This AD also requires an alignment of the engine fuel shutoff valve(s) for those airplanes that do not pass the inspection for leakage. The actions are required to be accomplished in accordance with the service bulletin described previously.

#### Procedure for Alignment of the Fuel Shutoff Valves

Operators should note that the alert service bulletin recommends accomplishing the alignment procedure of the engine fuel shutoff valves with a specific tool (part number B28009) or an alignment procedure that entails removing the engine fuel shutoff valve motor and actuator. The FAA has determined that accomplishment of the alignment using the alignment tool will provide a more accurate and permanent alignment of the engine fuel shutoff valves. However, the FAA has been advised by the manufacturer that there is a delay in the availability of this particular tool. Therefore, the FAA considers this AD to be interim action, and is currently considering requiring the accomplishment of the alignment procedure of the engine fuel shutoff valves with alignment tool part number B28009. The planned compliance time for the accomplishment of the alignment procedure using that alignment tool is sufficiently long so that prior notice and time for public comment will be practicable.

#### 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 96-NM-195-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:

96-17-02 Boeing: Amendment 39-9710.

Docket 96-NM-195-AD.

**Applicability:** Model 757 series airplanes, line positions 478 through 699 inclusive; certificated in any category.

**Note 1:** This AD applies to each airplane 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 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 uncommanded fuel flow from the fuel tanks to the engine nacelle in the event of a leak in the engine fuel line or a fire in the engine nacelle, accomplish the following:

(a) Within 60 days after the effective date of this AD, perform an inspection to detect leakage of the fuel shutoff (spar) valves and verify that the valves do not leak when commanded to close, in accordance with Boeing Alert Service Bulletin 757-28A0045, dated July 30, 1996.

(1) If both fuel shutoff valves pass the inspection for leakage and the valves close when commanded, no further action is required by this AD.

(2) If either or both of the fuel shutoff valves do not pass the inspection for leakage: Prior to further flight, adjust the engine fuel shutoff valve(s) in accordance with Part III of the alert service bulletin and repeat the requirements of paragraph (a) of this AD.

(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) The actions shall be done in accordance with Boeing Alert Service Bulletin 757-28A0045, dated July 30, 1996. 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.

(d) This amendment becomes effective on August 28, 1996.

Issued in Renton, Washington, on August 6, 1996.

Darrell M. Pederson,

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

[FR Doc. 96-20428 Filed 8-12-96; 8:45 am]

BILLING CODE 4910-13-U

### 14 CFR Part 39

[Docket No. 96-NM-192-AD; Amendment 39-9711; AD 96-17-03]

RIN 2120-AA64

### Airworthiness Directives; Jetstream Model 4101 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 certain Jetstream Model 4101 airplanes. This action requires an inspection to determine the serial number of the leg assemblies of the main landing gear (MLG), and replacement of defective pins with serviceable pins. This amendment is prompted by a report indicating that pins installed on certain leg assemblies of the MLG's were heat treated incorrectly during manufacture. The actions specified in this AD are intended to prevent failure of the pins due to incorrect heat treatment, and subsequent structural failure of the MLG.

**DATES:** Effective August 28, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 28, 1996.

Comments for inclusion in the Rules Docket must be received on or before October 15, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-192-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. 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:

William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1149.

**SUPPLEMENTARY INFORMATION:** The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, recently notified the FAA that an unsafe condition may exist on certain Jetstream Model 4101 airplanes. The CAA advises that it received a report indicating that certain torque arm pivot pins, drag brace attachment pins, and drag brace pivot pins installed on the leg assemblies of the main landing gears (MLG) on Model 4101 airplanes were heat treated incorrectly during manufacture. Such incorrect heat treatment of these pins could result in failure of the pins. This condition, if not corrected, could result in structural failure of the MLG.

### Explanation of Relevant Service Information

Jetstream has issued Service Bulletin J41-32-023, dated May 27, 1996, which describes procedures for an inspection to determine the serial number of the left and right leg assemblies (shock strut and drag brace) of the MLG, and replacement of defective drag brace attachment pins, drag brace pivot pins, and torque arm pivot pins on certain leg assemblies with serviceable pins. The Jetstream service bulletin references APPH Precision Hydraulics Service Bulletin AIR83090-32-02, dated March 1996, as an additional source of service information. The APPH Precision Hydraulics service bulletin identifies the serial numbers of MLG leg assemblies on which defective pins are installed, and describes procedures for replacement of those pins with serviceable pins.

The CAA classified the Jetstream service bulletin as mandatory and issued United Kingdom airworthiness directive 003-05-96, dated June 12, 1996, in order to assure the continued airworthiness of these airplanes in the United Kingdom.

### FAA's Conclusions

This airplane model is manufactured in the United Kingdom and is type certificated for operation in the United States under the provisions of § 21.29 of