

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:

97-09-05 Raytheon Aircraft Company (Formerly Beech, Raytheon Corporate Jets, British Aerospace, Hawker Siddeley, et al): Amendment 39-10001. Docket 96-NM-180-AD.

Applicability: All Model BAe 125-1000A and Model Hawker 1000 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.

Note 2: Raytheon Model BAe 125-1000B series airplanes are similar in design to the airplanes that are subject to the requirements of this AD and, therefore, also may be subject to the unsafe condition addressed by this AD. However, as of the effective date of this AD, those models are not type certificated for operation in the United States. Airworthiness authorities of countries in which Model BAe 125-1000B series airplanes are approved for operation should consider adopting corrective action, applicable to those models, that is similar to the corrective action required by this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent inadequate venting of cabin pressure in the event of rapid decompression, which could cause failure or deformation of certain structural members, and consequent reduced controllability of the airplane, accomplish the following:

(a) Within 8 months after the effective date of this AD, accomplish the requirements of paragraphs (a)(1), (a)(2), and (a)(3) of this AD.

Note 3: The manufacturer has advised that the modifications required by paragraph (a)(2) and (a)(3) of this AD should be incorporated concurrently.

(1) Install a pressure relief flap in the rear luggage compartment of the bulkhead at frame 19 (Modification No. 25A683C), in accordance with Raytheon Service Bulletin SB.21-151-25A683C, dated July 12, 1994.

(2) Enlarge two lightening holes, and add one new lightening hole in the rail web of the right-hand seat between frames 10B and 10D, and remove the fiberglass infill cover located outboard of the floor panels between frame 8 and frame 10B (Modification SB.253661B), in accordance with Raytheon Service Bulletin SB.53-81-3661B, dated February 25, 1994.

(3) Install two new vent holes in the underfloor diaphragm of frame 10D (Modification 253627A), in accordance with Raytheon Service Bulletin SB.53-76-3627A, dated February 25, 1994.

(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, Standardization Branch, ANM-113, 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, Standardization Branch, ANM-113.

Note 4: Information concerning the existence of approved alternative methods of

compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(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 Raytheon Service Bulletin SB.21-151-25A683C, dated July 12, 1994; Raytheon Service Bulletin SB.53-81-3661B, dated February 25, 1994; and Raytheon Service Bulletin SB.53-76-3627A, dated February 25, 1994. 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 Raytheon Aircraft Company, Manager Service Engineering, Hawker Customer Support Department, P.O. Box 85, Wichita, Kansas 67201-0085. 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 30, 1997.

Issued in Renton, Washington, on April 17, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-10564 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-ANE-14; Amendment 39-9997; AD 97-09-01]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney PW2000 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to Pratt & Whitney PW2000 series turbofan engines. This action requires initial and repetitive inspections for cracks in the forward face of the first stage high pressure turbine (HPT) disks at the base of the fir tree lug at the outer diameter (OD) snap fillet radius where the side plates mate with the disk, and rework to the first stage HPT disk. Additionally, this AD establishes a new, reduced cyclic life limit for certain disks. This amendment

is prompted by reports of two uncontained disk failures resulting from a fir tree lug fracturing, subsequently releasing two blades and a fir tree lug, which penetrated the engine HPT turbine case. The actions specified in this AD are intended to prevent fracture of the first stage HPT disk, resulting in a possible uncontained engine failure and damage to the aircraft.

DATES: Effective May 12, 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), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 97-ANE-14, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be sent via the Internet using the following address: "9_ad_engineprop@faa.dot.gov". Comments sent via the Internet must contain the docket number in the subject line.

The service information referenced in this AD may be obtained from Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-6600, fax (860) 565-4503. This information may be examined 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.

FOR FURTHER INFORMATION CONTACT: John Fisher, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7149, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION: The FAA has received reports of two fractured first stage high pressure turbine (HPT) disks on Pratt & Whitney (PW) PW2000 series turbofan engines. The investigation revealed higher than expected stresses in an area known as the forward face of the first stage HPT disk at the base of the fir tree lug at the outer diameter (OD) snap fillet radius where the side plates mate with the disk. The FAA has determined that this snap fillet radius cannot be adequately inspected utilizing the prior method of fluorescent penetrant inspection, due to features on the disk that obstruct the view of the snap fillet radius. Pratt &

Whitney has subsequently developed an eddy current inspection (ECI) probe which fits snugly into the snap fillet radius area for significantly improved crack detectability. In addition, the FAA has determined that the cracks form prior to the currently published disk cyclic life limit. This condition, if not corrected, could result in fracture of the first stage HPT disk, resulting in a possible uncontained engine failure and damage to the aircraft.

The FAA has reviewed and approved the technical contents of PW Service Bulletin (SB) No. PW2000 72-588, Revision 1, dated March 31, 1997, that describes procedures for inspections for cracks in the forward face of the first stage HPT disk at the base of the fir tree lug at the OD snap fillet radius where the side plates mate with the disk utilizing an eddy current inspection technique, and PW Alert Service Bulletin (ASB) No. PW2000 A72-592, dated March 18, 1997, that describes procedures for rework to the forward and aft faces of the first stage HPT disk OD snap fillet radii at the base of the fir tree lug.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of the same type design, this AD is being issued to prevent a possible uncontained engine failure. The disks were manufactured using different types of materials and processing, and are identified by serial numbers. This AD requires initial and repetitive ECI for cracks in the forward face of the first stage HPT disk at the base of the fir tree lug at the OD snap fillet radius where the side plates mate with the disk. The AD also requires rework, consisting of removing material and increasing the radius of both the forward and rear face of the disk at the base of the fir tree lug where the side plates mate with the disk, and reidentification of reworked parts. In addition, this AD establishes a new, reduced cyclic life limit for disks that have been reworked prior to 5,000 cycles in service since new (CSN). Accomplishing the rework lowers stresses and assures that disks that are reworked after 5,000 CSN can reach the full published cyclic life limit. Currently there is no terminating action available to the inspection requirements of this AD. The actions are required to be accomplished in accordance with the SB and ASB described previously.

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 should 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 notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 97-ANE-14." The postcard will be date stamped and returned to the commenter.

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 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:

97-09-01 Pratt & Whitney: Amendment 39-9997. Docket 97-ANE-14.

Applicability: Pratt & Whitney (PW) PW2000 series turbofan engines, installed on but not limited to Boeing 757 series, Ilyushin IL-96 series, and McDonnell Douglas Model C-17 (military) aircraft.

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 (k) 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 fracture of the first stage high pressure turbine (HPT) disk, resulting in a possible uncontained engine failure and damage to the aircraft, accomplish the following:

(a) Prior to further flight, for first stage HPT disks that are accessible in the shop, as defined in paragraph (j)(2) of this AD, on the effective date of this AD, perform eddy current inspections (ECI) of the first stage HPT disks for cracks in the forward face of

the disk at the base of the fir tree lug at the outer diameter (OD) snap fillet radius where the side plates mate with the disk, in accordance with the Accomplishment Instructions of PW Service Bulletin (SB) No. PW2000 72-588, Revision 1, dated March 31, 1997, or Original, dated February 17, 1997.

(b) For first stage HPT disks that are identified by serial number (S/N) in Table 1 of this AD, rework the forward and aft faces of the first stage HPT disk OD snap fillet radii at the base of the fir tree lug in accordance with PW Alert Service Bulletin (ASB) No. PW2000 A72-592, dated March 18, 1997, as follows:

TABLE 1

S/N			
N54398	N54399	N54400	N54401
N54402	N54403	N54404	N54405
N54406	N54407	N54408	N54409
N54410	N54411	N54412	N54413
N54414	N54415	N54416	N54417
N54418	N54419	N55114	N55115
N55116	N55117	P00624	P00625
P00626	P00627	P00628	P00788
P00812	P00813	P00814	P00815
P00816	P00817	P00818	P00986
P00987	P01018	P01457	P36249
P36250	P36251	P36252	P36253
P36254	P36255	P36256	P36258
P36259	P36306	P36307	P36308
P36309	P36310	P36311	P36312
P36378	P36634	P36636	P36637
P36638	P36639	P36805	P36806
P37113	P37114	P37115	P37116
P37117	P37118	P37324	P37325
P37326	P37327	P37328	P37348
P37349	P37351	P37352	P37353
P37354	P90203	P90204	P90205
P90206	P90207	P90208	P90209
P90210	P90211	P90212	P90385
P90386	P90387	P90388	P90389
P90390	P91685	P91686	P91687
P91688	P91854	P91855	P91856
P91857	P91867	P91931	P91932
P91933	P91934	P91935	R28552
R28553	R28554	R28555	R28612
R28613	R28614	R28615	R28617
R28618	R28680	R28681	R28682
R28683	R28684	R28685	R28686
R28687	R28711	R28712	R28713
R28714	R28715	R28716	R28718
R28719	R28720	R28752	R28753
R28755	R28756	R28757	R28758
R28761	R28800	R28801	R28802
R28803	R28804	R28805	R28806
R28807	R28808	R28809	R28810
R28811	R28812	R28813	R28847
R28848	R28901	R28903	R28904
R28905	R28906	R28907	R28908
R28909	R28913	R28914	R28915
R28933	R28934	R28935	R28936
R28937	R28951	R28952	R28953
R28954	R28955	R28956	S16633
S16634	S16636	S16637	S16638
S16639	S16641	S16642	S16643
S16645	S16646	S16647	S16648
S16649	S16650	S16651	S16652
S16654	S16655	S16656	S16657
S16658	S16659	S16660	S16661
S16662	S16663	S16664	S16665
S16666	S16667	S16668	S16669
S16670	S16671	S16672	S16673
S16674	S16675	S16676	S16677

TABLE 1—Continued

S16678	S16679	S16680	S16681
S16682	S16683	S16684	S16685
S16687	S16688	S16689	S16690
S16691	S16692	S16693	S16694
S16695	S16697	S16698	S16699
S16700	S16701	S16702	S16703
S16705	S16707	S16708	S16709
S16710	S16712	S16713	S16715
S16716	S16717	S16718	S16719
S16720	S16721	S16723	S16724
S16725	S16727	S16728	S16730
S16731	S16732	S16733	S16735
S16738	S16739	S16741	S16742
S16743	S16744	S16745	S16746
S16747	S16748	S16749	S16750
S16751	S16752	S16753	S16756
S16757	S16758	S16760	S16761
S16762	S16763	S16765	S16766
S16768	S16769	S16772	S16773
S16774	S16775	S16776	S16777
S16778	S16780	S16782	S16783
S16784	S16786	S16787	S16789
S16790	S16792	S16793	S16795
S16798	S16800	S16802	S16803
S16804	S16805	S16806	S16807
S16808	S16810	S16811	S16814
S16815	S16816	S16818	S16819
S16821	S16822	S16824	S16825
S16827	S16829	S16831	S16832

(1) For disks that have accumulated 10,000 or more cycles since new (CSN) on the effective date of this AD, inspect and rework within 1,600 cycles in service (CIS) after the effective date of this AD.

(2) For disks that have accumulated less than 10,000 CSN on the effective date of this AD, inspect and rework at the next shop visit, or 11,600 CSN, whichever occurs first.

(c) For first stage HPT disks that are identified by S/N in Table 2 of this AD, rework the forward and aft faces of the first stage HPT disk OD snap fillet radii at the base of the fir tree lug in accordance with PW ASB No. PW2000 A72-592, dated March 18, 1997, as follows:

TABLE 2

S/N			
M43410	M43411	M68250	M68251
M68252	M68253	M68254	M68255
M68256	M68344	M68345	M68346
M68347	M68348	M68349	M68350
M68536	M68537	M68538	M68539
M68540	M68541	M68696	M68697
M68698	M68699	M68700	M68701
M68702	M68703	M68915	M68916
M68917	M68918	M68919	M68997
M68998	M69000	M69001	M85382
M85383	M85384	M85385	M85386
M85387	N09764	N09765	N09766
N09767	N09768	N09769	N09770
N09771	N09772	N09773	N09774
N09775	N09776	N09777	N09778
N11389	N11390	N11391	N11392
N11393	N11394	N11395	N11396
N11397	N11398	N11399	N11400
N11401	N11402	N11403	N11404
N11405	N11406	N11407	N12830
N12831	N12832	N12833	N12834
N12835	N12836	N12838	N12839
N12840	N12841	N12842	N12843

TABLE 2—Continued

N12844	N12845	N12846	N12847
N12848	N54390	N54391	N54392
N54393	N54395	N54396	N54397

(1) For disks that have accumulated 7,000 or more CSN on the effective date of this AD, inspect and rework within 800 CIS after the effective date of this AD.

(2) For disks that have accumulated less than 7,000 CSN on the effective date of this AD, inspect and rework at the next shop visit, or 7,800 CSN, whichever occurs first.

(d) For first stage HPT disks that are identified by S/N in Table 3 of this AD, rework the forward and aft faces of the first stage HPT disk OD snap fillet radii at the base of the fir tree lug in accordance with PW ASB No. PW2000 A72–592, dated March 18, 1997, as follows:

TABLE 3

D301AA0002	D301AA0003	D301AA0004
D301AA0005	D301AA0006	D301AA0008
D301AA0009	D301AA0010	D301AA0011
D301AA0013	D301AA0015	D301AA0018
D301AA0019	D301AA0020	D301AA0021
D301AA0022	D301AA0023	D301AA0024
D301AA0025	D301AA0027	D301AA0028
D301AA0029	D301AA0031	D301AA0032
D301AA0033	D301AA0034	D301AA0035
D301AA0038	D301AA0039	D301AA0040
D301AA0041	D301AA0042	D301AA0044
D301AA0045	D301AA0046	D301AA0047
D301AA0048	D301AA0049	D301AA0050
D301AA0051	D301AA0052	D301AA0053
D301AA0054	D301AA0055	D301AA0056
D301AA0057	D301AA0059	D301AA0061
D301AA0062	D301AA0064	D301AA0065
D301AA0066	D301AA0067	D301AA0068
D301AA0069	D301AA0070	D301AA0071
D301AA0072	D301AA0074	D301AA0075
D301AA0077	D301AA0080	D301AA0081
D301AA0082	D301AA0083	D301AA0084
D301AA0085	D301AA0086	D301AA0087
D301AA0088	D301AA0089	D301AA0090
D301AA0091	D301AA0092	D301AA0093
D301AA0094	D301AA0095	D301AA0096
D301AA0098	D301AA0101	D301AA0102
D301AA0103	D301AA0104	D301AA0105
D301AA0106	D301AA0107	D301AA0108
D301AA0110	D301AA0111	D301AA0114
D301AA0118	D301AA0121	D301AA0123
D301AA0124	D301AA0125	D301AA0127
D301AA0129	D301AA0130	D301AA0131
D301AA0132	D301AA0133	D301AA0135
D301AA0137	D301AA0138	D301AA0140
D301AA0141	D301AA0144	D301AA0145
D301AA0146	D301AA0147	D301AA0148
D301AA0149	D301AA0150	D301AA0151
D301AA0152	D301AA0154	D301AA0156
D301AA0157	D301AA0159	D301AA0161
D301AA0163	D301AA0164	D301AA0165
D301AA0166	D301AA0167	D301AA0171
D301AA0174	D301AA0175	D301AA0177
D301AA0179	D301AA0180	D301AA0182
D301AA0187	D301AA0189	D301AA0198
D301AA0201	D301AA0205	D301AA0358
D301AA0359	D301AA0360	D301AA0361
D301AA0362	D301AA0363	D301AA0364
D301AA0367	D301AA0368	D301AA0369
D301AA0370	D301AA0371	D301AA0372
D301AA0375	D301AA0376	D301AA0377
D301AA0379	D301AA0380	D301AA0381
D301AA0382	D301AA0383	D301AA0384
D301AA0386	D301AA0387	D301AA0388
D301AA0390	D301AA0391	D301AA0392
D301AA0393	D301AA0394	D301AA0395
D301AA0396	D301AA0399	D301AA0401
D301AA0402	D301AA0403	D301AA0404

TABLE 3—Continued

D301AA0406	D301AA0407	D301AA0408
D301AA0412	D301AA0414	D301AA0415
D301AA0416	D301AA0418	D301AA0419
D301AA0420	D301AA0421	D301AA0422
D301AA0423	D301AA0424	D301AA0425
D301AA0426	D301AA0427	D301AA0428
D301AA0431	D301AA0432	D301AA0434
D301AA0435	D301AA0437	D301AA0438
D301AA0439	D301AA0440	D301AA0443
D301AA0444	D301AA0445	D301AA0446
D301AA0447	D301AA0449	D301AA0450
DKLBA78421	DKLBA78423	DKLBA78427
DKLBA78429	DKLBA78431	DKLBA78432
DKLBA78433	DKLBA78434	DKLBA78435
DKLBA78436	DKLBA78437	DKLBA78438
DKLBA78439	DKLBA78441	DKLBA78442
DKLBA78443	DKLBA78444	DKLBA78446
DKLBA78448	DKLBA78449	DKLBA78453
DKLBA78454	DKLBA78455	DKLBA78456
DKLBA78457	DKLBA78458	DKLBA78459
DKLBA78465	DKLBA78467	DKLBA78468
DKLBA78469	DKLBA78472	DKLBA78475
DKLBA78482	DKLBA78483	DKLBA78484
DKLBA78485	DKLBA78486	DKLBA78487
DKLBA78488	DKLBA78489	DKLBA78490
DKLBA78491	DKLBA78492	DKLBA78493
DKLBA78496	DKLBA78497	DKLBA78498
DKLBA78500	DKLBA78502	DKLBA78503
DKLBA78504	DKLBA78505	DKLBA78506
DKLBA78507	DKLBA78508	DKLBA78509
DKLBA78510	DKLBA78512	DKLBA78514
DKLBA78515	DKLBA78517	DKLBA78518
DKLBA78519	DKLBA78520	DKLBA78521
DKLBA78522	DKLBA78524	DKLBA78525
DKLBA78526	DKLBA78527	DKLBA78528
DKLBA78529	DKLBA78530	DKLBA78531
DKLBA78533	DKLBA78534	DKLBA78536
DKLBA78537	DKLBA78538	DKLBA78540
DKLBA78541	DKLBA78542	DKLBA78543
DKLBA78544	DKLBA78545	DKLBA78550
DKLBA78551	DKLBA78552	DKLBA78553
DKLBA78554	DKLBA78557	DKLBA78558
DKLBA78559	DKLBA78560	DKLBA78561
DKLBA78562	DKLBA78564	DKLBA78568
DKLBA78569	DKLBA78575	DKLBA78577
DKLBA78578	DKLBA78579	DKLBA78580
DKLBA78581	DKLBA78582	DKLBA78584
DKLBA78585	DKLBA78587	DKLBA78589
DKLBA78590	DKLBA78593	DKLBA78594
DKLBA78596	DKLBA78598	DKLBA78600
DKLBA78601	DKLBA78603	DKLBA78604
DKLBA78605	DKLBA78606	DKLBA78607
DKLBA78609	DKLBA78610	DKLBA78611
DKLBA78613	DKLBA78614	DKLBA78615
DKLBA78616	DKLBA78617	DKLBA78618
DKLBA78620	DKLBA78622	DKLBA78625
DKLBA78627	DKLBA78628	DKLBA78632
DKLBA78633	DKLBA78635	DKLBA78636
DKLBA78638	DKLBA78639	DKLBA78640
DKLBA78642	DKLBA78644	DKLBA78645
DKLBA78646	DKLBA78648	DKLBA78649
DKLBA78650	DKLBA78651	DKLBA78652
DKLBA78653	DKLBA78654	DKLBA78655
DKLBA78656	DKLBA78657	DKLBA78658
DKLBA78660	DKLBA78661	DKLBAH8318
DKLBAH8319	DKLBAH8320	DKLBAH8321
DKLBAH8322	DKLBAH8323	DKLBAH8324
DKLBAH8325	DKLBAH8327	DKLBAH8328
DKLBAH8329	DKLBAH8330	DKLBAH8331
DKLBAH8332	DKLBAH8333	DKLBAH8336
DKLBAH8337	DKLBAH8339	DKLBAH8340
DKLBAH8343	DKLBAH8344	DKLBAH8346
DKLBAH8347	DKLBAH8348	DKLBAH8349
DKLBAH8350	DKLBAH8351	DKLBAH8352
DKLBAH8353	DKLBAH8354	DKLBAH8355
DKLBAH8356	DKLBAH8357	DKLBAH8360
DKLBAH8361	DKLBAH8362	DKLBAH8364
DKLBAH8365	DKLBAM0972	DKLBAM0973
L82270	L82271	L82272
L82356	L82649	L82650
L83308	L83309	L83310
L83311	L83312	M15709
M15710	M15718	M42710
M42711	M42768	M42769

TABLE 3—Continued

M42770	M42771	M43103
M43104	M43105	M43396
M43397	M43398	M43399
M43400	M43401	M43409

(1) For disks that have accumulated 7,000 or more CSN on the effective date of this AD, inspect and rework within 1,100 CIS after the effective date of this AD.

(2) For disks that have accumulated less than 7,000 CSN on the effective date of this AD, inspect and rework at the next shop visit, or 8,100 CSN, whichever occurs first.

(e) For disks that have previously been inspected in accordance with PW SB No. PW2000 72–588, Revision 1, dated March 31, 1997, or Original, dated February 17, 1997, but not reworked in accordance with PW ASB No. PW2000 A72–592, dated March 18, 1997, rework in accordance with PW ASB No. PW2000 A72–592, dated March 18, 1997, at the next shop visit when the part is accessible, as defined in paragraph (j)(2) of this AD, or 4,000 CIS since inspection in accordance with PW SB No. PW2000 72–588, Revision 1, dated March 31, 1997, or Original, dated February 17, 1997, whichever occurs first.

(f) Prior to further flight, remove and replace disks with cracks. Disks with cracks cannot be reworked.

(g) If reworked, reidentify the disk in accordance with the Accomplishment Instructions of PW ASB No. PW2000 A72–592, dated March 18, 1997.

(h) For all first stage HPT disks that have been reworked in accordance with PW ASB No. PW2000 A72–592, dated March 18, 1997, thereafter inspect in accordance with PW Temporary Revision 72–937, dated April 11, 1997, to Engine Manual, P/N 1A6231, Section 72–52–02, Inspection Check 04, at each subsequent shop visit when the disk is accessible, as defined in paragraph (j)(2) of this AD, not to exceed 6,000 CIS since last inspection.

(i) The following cyclic life limits apply to disks that are reworked in accordance with the Accomplishment Instructions of PW Alert Service Bulletin (ASB) No. PW2000 A72–592, dated March 18, 1997:

(1) Disks that have accumulated less than 5,000 CSN upon rework may accumulate an additional 10,000 CIS following rework, and then must be retired from service.

(2) Disks that have accumulated 5,000 CSN or more upon rework may remain in service to the full 15,000 CSN published life limit, and then must be retired from service.

(3) Except as provided in paragraph (k) of this AD, no alternative life limits may be approved for disks reworked in accordance with PW ASB No. PW2000 A72–592, dated March 18, 1997.

(j) For the purpose of this AD, the following definitions apply:

(1) A shop visit is defined as an engine removal where engine maintenance, prior to reinstalling the engine, entails separation of pairs of mating major engine flanges or the removal of a disk, hub, or spool.

(2) An accessible disk is defined as a disk that is in the shop, has been removed from the HPT module, separated from the rotor, and debled.

(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.