

## The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

**Boeing:** Docket 96–NM–171–AD.

**Applicability:** Model 747–400, –400D, and –400F series airplanes; as identified in Boeing Alert Service Bulletin 747–21A2381, dated June 27, 1996, 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 prevent loss of control of the cabin pressurization system, which could result in rapid depressurization of the airplane and consequent deleterious physiological effects on the passengers and crew; and airplane diversions, which represent an increased risk to the airplane, passengers, and crew; accomplish the following:

(a) Within 180 days after the effective date of this AD, modify the P212 and P213 panels of the cabin pressure control system as specified in paragraph (a)(1) or (a)(2) of this AD, as applicable, in accordance with Boeing Alert Service Bulletin 747–21A2381, dated June 27, 1996.

(1) For Groups 1 through 7 airplanes, as identified in the alert service bulletin: Change the wiring in the P212 and P213 panels; replace the existing two-pole relays with new four-pole relays; and perform a test of both panels.

(2) For Group 8 airplanes, as identified in the alert service bulletin: Change the wiring in the P212 panel; replace the existing two-pole relays with new four-pole relays; replace the existing P213 panel with a new P213 panel; and perform a test of both panels.

(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.

Issued in Renton, Washington, on March 25, 1997.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 97–8129 Filed 3–31–97; 8:45 am]  
BILLING CODE 4910–13–U

### 14 CFR Part 39

[Docket No. 97–NM–25–AD]

RIN 2120–AA64

### Airworthiness Directives; Boeing Model 767 Series Airplanes

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Boeing Model 767 series airplanes. This proposal would require a one-time inspection of the main landing gear (MLG) retaining bolt to ensure that it is installed correctly, and adjustments or repairs, if necessary. This proposal is prompted by a report indicating that a disconnected retaining bolt was found in the MLG forward trunnion joint of a Model 767 series airplane. The actions specified by the proposed AD are intended to prevent aft-acting trunnion loads from being transferred to the MLG beam, and consequent fracture and collapse of the MLG; this condition could result in the loss of control of the airplane on the ground.

**DATES:** Comments must be received by May 9, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 97–NM–25–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule 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.

**FOR FURTHER INFORMATION CONTACT:** James G. Rehr, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227–2783; fax (206) 227–1181.

### SUPPLEMENTARY INFORMATION:

#### Comments Invited

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal 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–NM–25–AD.” The postcard will be date stamped and returned to the commenter.

#### Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 97–NM–25–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

## Discussion

Boeing notified the FAA that an unsafe condition may exist on certain Model 767 series airplanes. Boeing advises that the FAA received a report indicating that a disconnected retaining bolt was found in the forward trunnion joint of the main landing gear (MLG) during the first "2C" check of a Model 767-300 series airplane. The inspection revealed these findings:

1. The retaining bolt was found jammed between the H-fitting and wing rear spar.

2. The aft trunnion joint and MLG beam did not show any damage.

3. The tabs of the retaining ring were not engaged with the mating slots in the bearing housing before the retaining bolt was tightened into the outer cylinder of the MLG. This allowed the retaining bolt to turn and back out of the forward trunnion threads.

The retaining bolt provides axial retention of the spherical bearing in the forward trunnion joint, which is the design load path for transferring aft-acting landing gear trunnion loads into the wing rear spar H-fitting. If the retaining bolt is disconnected, the aft-acting trunnion loads are not transferred by the design load path to the H-fitting of the wing rear spar, but are instead transferred to the MLG beam at the aft trunnion joint. This condition, if not corrected, could cause the MLG to fracture and collapse, and could result in the loss of control of the airplane on the ground.

## Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Alert Service Bulletin 767-32A0157, dated October 10, 1996, which describes procedures for a one-time inspection of the MLG retaining bolt to ensure that it is installed correctly, and adjustments or repairs, if necessary. Accomplishment of these procedures will preclude the aft-acting landing gear trunnion loads from being transferred to the MLG beam.

## Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require a one-time inspection of the MLG retaining bolt to ensure that it is installed correctly, and adjustments or repairs, if necessary. These actions would be required to be accomplished in accordance with the alert service bulletin described previously.

## Cost Impact

There are approximately 598 Boeing Model 767 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 151 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 5 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$45,300, or \$300 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed 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 proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

## List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

## The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

**Boeing:** Docket 97-NM-25-AD.

**Applicability:** Model 767 series airplanes, line positions 1 through 600 inclusive, except line positions 579 and 586; 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 prevent aft-acting landing gear trunnion loads from being transferred to the main landing gear (MLG) beam, and consequent fracture and collapse of the MLG and loss of control of the airplane on the ground, accomplish the following:

(a) Within 500 flight hours or 300 flight cycles after the effective date of this AD, whichever occurs later, perform a one-time inspection of the MLG retaining bolt to ensure that it is installed correctly, in accordance with Boeing Alert Service Bulletin 767-32A0157, dated October 10, 1996. If the retaining bolt is incorrectly installed, prior to further flight, make adjustments or repairs 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.

Issued in Renton, Washington, on March 25, 1997.

**Darrell M. Pederson,**

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

[FR Doc. 97-8128 Filed 3-31-97; 8:45 am]

BILLING CODE 4910-13-U

#### 14 CFR Part 39

[Docket No. 97-ANE-07]

RIN 2120-AA64

### **Airworthiness Directives; Pratt & Whitney JT8D Series Turbofan Engines**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the superseding of an existing airworthiness directive (AD), applicable to certain Pratt & Whitney JT8D series turbofan engines, that currently requires inspections of low pressure turbine (LPT) blade sets for blade shroud crossnotch wear, and removal, if necessary. In addition, the current AD requires, as a terminating action to the inspections, installation of improved LPT containment hardware, and installation of an improved No. 6 bearing scavenge pump bracket bushing. This action would keep the compliance actions of the current AD intact but change the compliance time for full compliance from the current calendar end-date to December 31, 1998. This proposal is prompted by a report of a fourth stage hub manufacturing defect that led to the failure of the hub and subsequent release of LPT blades. The actions specified by the proposed AD are intended to prevent damage to the aircraft resulting from engine debris following an LPT blade, shaft, or hub failure.

**DATES:** Comments must be received by May 1, 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-07, 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. Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule 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.

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

Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7175, fax (617) 238-7199.

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal 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-07." The postcard will be date stamped and returned to the commenter.

##### **Availability of NPRMs**

Any person may obtain a copy of this NPRM by submitting a request to the FAA, New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 97-ANE-07, 12 New England Executive Park, Burlington, MA 01803-5299.

##### **Discussion**

On September 22, 1994, the Federal Aviation Administration (FAA) issued

airworthiness directive AD 94-20-08, Amendment 39-9036 (59 FR 51842, October 15, 1994), applicable to Pratt & Whitney (PW) JT8D-1, -1A, -1B, -7, -7A, -7B, -9, -9A, -11, -15, -17, and -17R series turbofan engines, to require inspections of low pressure turbine (LPT) blade sets for blade shroud crossnotch wear, and removal, if necessary. In addition, the current AD requires, as a terminating action to the inspections, installation of improved LPT containment hardware, and installation of an improved No. 6 bearing scavenge pump bracket bushing. That action was prompted by reports of uncontained engine failures. That condition, if not corrected, could result in damage to the aircraft resulting from engine debris following an LPT blade, shaft, or hub failure.

Since the issuance of that AD, the FAA has developed a two-part risk management plan intended to address the threat of blade release due to fourth stage LPT hub failure. One part of the management plan is a proposed rule, Docket No. 96-ANE-32 (62 FR 1299, January 9, 1997), which proposes the initial and repetitive inspections and removal from service of defective disks in a suspect population. The other part of the risk management plan is this proposed AD, which reduces the threat of uncontainment by changing the compliance date of the current AD, 94-20-08. The current AD addresses two threats to uncontainment in a blade failure and a shaft fracture by requiring initial and repetitive inspections of worn shroud crossnotches on third and fourth stage LPT blades until improved containment hardware can be installed. To address the threat of shaft fracture, the improved containment hardware installation is required, as well as an improved No. 6 bearing scavenge pump bracket bushing to provide for better rotor meshing. The compliance deadline for incorporating the improved containment hardware and the bearing bracket bushing is currently December 31, 1999, or 7,000 cycles since November 14, 1994, or 8,000 hours since November 14, 1994, whichever occurs later. To address the additional threat of uncontainment in the form of a fourth stage LPT hub fracture, which results in a blade release, the calendar end-date for completing compliance to the requirements of the superseded AD is changed to December 31, 1998, or 7,000 cycles since November 14, 1994, or 8,000 hours since November 14, 1994, whichever occurs first.

The FAA has reviewed and approved the technical contents of the following service documents: PW ASB No. A5913, Revision 6, dated October 15, 1993, that