

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 (c) 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 fatigue cracking in the bolts that attach the yoke of the forward mount of the engine to the fan case of the engine, which could lead to failure of these bolts and consequent separation of the engine from the wing, accomplish the following:

(a) For airplanes powered by GE90 engines having serial numbers 900-105 and -110:

(1) Within 125 landings after the effective date of this AD, conduct a visual inspection of the yoke of the forward mount of the engine to detect damaged, missing, or failed attachment bolts, or failed engine mount links, in accordance with GE Aircraft Engines Service Bulletin 72-183, dated February 28, 1997.

(i) If no discrepancy is found, repeat this inspection thereafter at intervals not to exceed 125 landings.

(ii) If any discrepancy is found, prior to further flight, modify the engine in accordance with GE Aircraft Engines Service Bulletin 72-275, dated March 4, 1997. No further action is required by this AD for that engine.

(2) Within 1,000 landings after the effective date of this AD, modify the engine in accordance with GE Aircraft Engines Service Bulletin 72-275, dated March 4, 1997. Accomplishment of this modification constitutes terminating action for the repetitive inspections of that engine required by paragraph (a)(1)(i) of this AD.

(b) As of the effective date of this AD, no operator shall install on any airplane any GE90 engine having serial number 900-104, 900-106, 900-108, 900-109, or 900-111 unless that engine has been modified in accordance with GE Aircraft Engines Service Bulletin 72-275, dated March 4, 1997.

(c) 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, 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.

(d) 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.

(e) The inspections and modification shall be done in accordance with GE Aircraft Engines Service Bulletin 72-183, dated February 28, 1997, and GE Aircraft Engines Service Bulletin 72-275, dated March 4, 1997. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from General Electric Aircraft Engines, GE90 Product Support, One Neuman Way, Cincinnati, Ohio 45215-6301. 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.

(f) This amendment becomes effective on May 7, 1997.

Issued in Renton, Washington, on April 10, 1997.

Darrell M. Pederson,

Acting Manager,

Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-9881 Filed 4-21-97; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-NM-227-AD; Amendment 39-9888; AD 97-02-04]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A300, A300-600, A310, and A320 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects a typographical error that appeared in airworthiness directive (AD) 97-02-04 that was published in the **Federal Register** on January 22, 1997 (62 FR 3204). The typographical error resulted in specification of an "inch" figure that

does not equal the "millimeter" figure for a certain brake wear limit. This AD is applicable to certain Airbus Model A300, A300-600, A310, and A320 series airplanes. This AD requires an inspection of the landing gear brakes for wear, and replacement if the specified wear limits are not met. That AD also requires incorporation of the specified wear limits into the FAA-approved maintenance inspection program.

DATES: Effective February 26, 1997.

FOR FURTHER INFORMATION CONTACT: Joe Jacobsen, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2011; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION:

Airworthiness Directive (AD) 97-02-04, amendment 39-9888, applicable to Airbus Model A300, A300-600, A310, and A320 series airplanes, was published in the **Federal Register** on January 22, 1997 (62 FR 3204). That AD requires an inspection of the landing gear brakes for wear, and replacement if the specified wear limits are not met. That AD also requires incorporation of the specified wear limits into the FAA-approved maintenance inspection program.

As published, that AD contained a typographical error in Table 3 of paragraph (b)(4), which requires replacement of any brake that has measured wear beyond the maximum wear limits specified in Table 3 with a brake that is within the wear limits. For Model A300-600 series airplanes having Messier-Bugatti brake part number (P/N) C20175100, Table 3 lists a maximum brake wear limit of 1.1 inch (50.0 mm). However, 1.1 inch equals 28.0 mm.

Since no other part of the regulatory information has been changed, the final rule is not being republished.

The effective date of the AD remains February 26, 1997.

§ 39.13 [Corrected]

On page 3208, the maximum brake wear limit for Model A300-600 series airplanes having Messier-Bugatti brake P/N C20175100 listed in Table 3 of paragraph (b)(4) of AD 97-02-04 is corrected to read as follows:

* * * * *

(b)(4)

Airplane model/series	Brake manufacturer	Brake part No.	Maximum brake wear limit (inch/mm)
A300-600	Messier-Bugatti	C20175100	1.1" (28.0 mm).

* * * * *

Issued in Renton, Washington, on April 16, 1997.

Darrell M. Pederson,

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

[FR Doc. 97-10318 Filed 4-21-97; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-146-AD; Amendment 39-9953; AD 97-05-09]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 737 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects a typographical error that appeared in airworthiness directive (AD) 97-05-09 that was published in the **Federal Register** on March 5, 1997 (62 FR 9925). The typographical error resulted in the omission of a serial number of a power control unit (PCU) from NOTE 2 of the AD. This AD is applicable to certain Boeing Model 737 series airplanes and requires replacement of the flow restrictors of the aileron and elevator PCU's with new flow restrictors.

DATES: Effective April 9, 1997.

The incorporation by reference of certain publications listed in the regulations was previously approved by the Director of the Federal Register as of April 9, 1997 (62 FR 9925, March 5, 1997).

FOR FURTHER INFORMATION CONTACT: Don Kurle, Senior Engineer, Systems and Equipment Branch, ANM-130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2798; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: Airworthiness Directive (AD) 97-05-09, amendment 39-9953, applicable to certain Boeing Model 737 series airplanes, was published in the **Federal Register** on March 5, 1997 (62 FR 9925). That AD requires replacement of the flow restrictors of the aileron and elevator power control units (PCU) with new flow restrictors.

As published, that AD contained a typographical error in NOTE 2, which identifies PCU serial numbers that correspond to part number 65-44761-

21. The FAA inadvertently omitted serial number "8549A" from NOTE 2 of the final rule. [This serial number was included in NOTE 2 of the notice of proposed rulemaking (NPRM).]

Since no other part of the regulatory information has been changed, the final rule is not being republished.

The effective date of the AD remains April 9, 1997.

§ 39.13 [Corrected]

On page 9928, in the first column, NOTE 2 of AD 97-05-09 is corrected to read as follows:

* * * * *

Note 2: PCU's having P/N 65-45180-29 consist of a PCU assembly having P/N 65-44761-21 plus associated hydraulic fittings. Both PCU P/N's 65-45180-29 and 65-44761-21 are serialized. PCU's subject to the requirements of this AD may be more easily identified using serial numbers for P/N 65-44761-21. The following serial numbers correspond to P/N 65-44761-21:

8549A,
8550A,
8552A,
8556A,
8557A,
8561A,
8563A through 8718A inclusive,
8720A through 8726A inclusive,
8728A through 8745A inclusive,
8749A,
8750A through 8758A inclusive,
8760A through 8873A inclusive,
8876A through 9004A inclusive,
9007A through 9012A inclusive,
9014A through 9040A inclusive,
9042A through 9066A inclusive,
9068A through 9340A inclusive,
9342A through 9388A inclusive,
9390A through 9529A inclusive,
9531A through 9676A inclusive, and
9678A through 9688A inclusive.

* * * * *

Issued in Renton, Washington, on April 16, 1997.

Darrell M. Pederson,

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

[FR Doc. 97-10317 Filed 4-21-97; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-ANE-44; Amendment 39-9989; AD 97-08-01]

RIN 2120-AA64

Airworthiness Directives; CFM International CFM56-3, -3B, and -3C Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to CFM International CFM56-3, -3B, -3C series turbofan engines, that requires a reduction of the low cycle fatigue (LCF) retirement lives for certain fan disks. This amendment is prompted by the results of a refined life analysis performed by the manufacturer which revealed minimum calculated LCF lives significantly lower than published LCF retirement lives. The actions specified by this AD are intended to prevent a LCF failure of the fan disk, which could result in an uncontained engine failure and damage to the aircraft.

DATES: Effective June 23, 1997.

FOR FURTHER INFORMATION CONTACT: Glorianne Messemer, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7132; fax (617) 238-7199.

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 CFM International (CFMI) CFM56-3C series turbofan engines was published in the **Federal Register** on October 10, 1995 (60 FR 52636). That action proposed to require a reduction of the low cycle fatigue (LCF) retirement lives for certain fan disks.

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

Two commenters state that the proposed rule should be revised to address the LCF retirement lives for engines that may have operated at several thrust ratings, including the CFM56-3 and -3B engine models, since the retirement lives are dependent on the thrust rating. The FAA concurs. The FAA has revised the Applicability paragraph and paragraphs (a), (b), and (c) of this final rule accordingly.

Two commenters support the rule as proposed.

In addition, the FAA has added the specific fan disk part numbers to the Applicability paragraph of this AD in order to more accurately define the population of engines to which this AD applies.

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