with an FAA-approved solid state electronic light ballast system, in accordance with an applicable Supplemental Type Certificate (STC) or other method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Or

(3) Remove the Day-Ray Products Incorporated ballast and protective cover or disconnect it electrically, stow it, and protect the loose wiring.

(d) As of the effective date of this AD, no Day-Ray Products Incorporated ballast, having any part number identified in paragraph 1.2 of McDonnell Douglas Alert Service Bulletin MD80–33A107, dated April 25, 1996, McDonnell Douglas Alert Service Bulletin MD80–33A110, dated February 25, 1997, or McDonnell Douglas Alert Service Bulletin MD80–33A110, Revision 1, dated March 11, 1997, shall be installed on any airplane.

(e)(1) 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, Los Angeles ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(2) Alternative methods of compliance, approved previously in accordance with AD 96–11–13, amendment 39–9638, are approved as alternative methods of compliance with this AD.

(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 airplane to a location where the requirements of this AD can be accomplished.

(g) The inspection and replacement shall be done in accordance with McDonnell Douglas Alert Service Bulletin MD80–33A107, dated April 25, 1996; McDonnell Douglas Alert Service Bulletin MD80–33A110, dated February 25, 1997; and McDonnell Douglas Alert Service Bulletin MD80–33A110, Revision 1, dated March 11, 1997. The removal of the dust barriers and installations shall be done in accordance with McDonnell Douglas Alert Service Bulletin MD80–25A353, dated March 14, 1996. The incorporation by reference of McDonnell Douglas Alert Service Bulletin MD80–33A107, dated April 25, 1996, and McDonnell Douglas Alert Service Bulletin MD80–25A353, dated March 14, 1996, 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 June 17, 1996 (61 FR 27251, May 31, 1996). The incorporation by reference of the remainder of the service documents listed above is 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 McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1–L51 (2–60). Copies may be inspected at the FAA, Transport Airplane Directorate, 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.

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

Issued in Renton, Washington, on April 9, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–9710 Filed 4–21–97; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–NM–60–AD; Amendment 39–9996; AD 97–08–08]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 777–200 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 777–200 series airplanes. This action requires repetitive visual inspections of the forward mounts of certain engines to detect damaged, missing, or failed parts, and eventual modification of those engines. Accomplishment of this modification terminates the requirement for repetitive inspections. This amendment is prompted by a report indicating that bolts that attach the yoke of the forward mount to the fan case of the engine have failed due to fatigue cracking. The actions specified in this AD are intended to prevent fatigue cracking in these bolts, which could lead to failure of these bolts and consequent separation of the engine from the wing.

DATES: Effective May 7, 1997. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 7, 1997.

Comments for inclusion in the Rules Docket must be received on or before June 23, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 97–NM–60–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The service information referenced in this AD may be obtained from General Electric Aircraft Engines, GE90 Product Support, One Neuman Way, Cincinnati, Ohio 45215–6301. 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: Stan Wood, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227–2772; fax (206) 227–1181.

SUPPLEMENTARY INFORMATION: During certification testing of the General Electric (GE) 90 engine, fatigue cracking was detected in the bolts that attach the yoke of the forward mount of the engine to the fan case of the engine. Fatigue cracking in the bolts that attach the yoke of the forward mount of the engine to the fan case of the engine, if not prevented, could lead to failure of these bolts and consequent separation of the engine from the wing.

An analysis revealed that these bolts had a short fatigue life due to the large forces that the yoke exerted on them. As a result, the original yoke design was not certified as meeting the damage tolerance standards of part 25 of the Federal Aviation Regulations (14 CFR part 25). The engine manufacturer subsequently redesigned the yoke and fan case to those standards in order to prevent fatigue cracking in the bolts.

Although the airplane manufacturer did not install GE90 engines with the original yoke design on any Model 777–200 series airplanes, the engine manufacturer shipped some of these engines to operators as replacement engines. The engine manufacturer had apparently concluded, in error, that if the yoke complied with the strength requirements of part 33 of the Federal Aviation Regulations (14 CFR part 33), it could ship engines containing yokes of the original design for use as spare engines for these airplanes. The yoke must, in fact, meet both the strength standards of part 33 and the damage tolerance standards of part 25 in order to be certificated for installation on the Boeing Model 777–200 series airplane. The discrepant yokes are installed in GE90 engines having serial numbers 900–104, –105, –106, –108, –109, –110, and –111.

Explanation of Relevant Service Information

The FAA has reviewed and approved GE Aircraft Engines Service Bulletin 72–183, dated February 28, 1997, which describes procedures for conducting a visual inspection of the yoke of the forward mount of certain GE90 engines to detect damaged, missing, or failed attachment bolts, or failed engine mount links.

The FAA also has reviewed and approved GE Aircraft Engines Service Bulletin 72–275, dated March 4, 1997, which describes procedures for modifying GE90 engines by replacing the yoke of the forward engine mount with a new yoke. The new yoke has been redesigned so that it meets the damage tolerance standards of part 25 of the Federal Aviation Regulations (14 CFR part 25), and will preclude fatigue cracking in the bolts that attach the yoke to the fan case of the engine. Accomplishment of this replacement will eliminate the need for visual inspections of the yoke area.

Explanation of Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design, this AD is being issued 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. This AD requires repetitive visual inspections of the yoke of the forward mounts of certain GE90 engines to detect damaged, missing, or failed attachment bolts, or failed engine mount links; and eventual modification of those engines. Accomplishment of the modification terminates the requirement for visual inspections of the yoke. The actions are required to be accomplished in accordance with the service bulletins described previously.

Cost Impact

No Model 777–200 series airplane powered by the General Electric 90 engines affected by this action is on the U.S. Register. All airplanes included in the applicability of this rule currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future.

Should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately 1 work hour to accomplish the required inspection, at an average labor charge of $60 per work hour. Based on these figures, the cost impact of the required inspection of this AD would be $60 per airplane.

Additionally, it would require approximately 72 work hours to accomplish the required modification, at an average labor charge of $60 per work hour. Required parts would be supplied by the manufacturer at no cost to operators. Based on these figures, the cost impact of the required modification of this AD would be $4,320 per airplane.

Determination of Rule's Effective Date

Since this AD action does not affect any airplane that is currently on the U.S. register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, prior notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the **Federal Register.**

Comments Invited

Although this action is in the form of a final rule and was not preceded by notice and 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 97–NM–60–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.

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:

97–08–08 Boeing: Amendment 39–9996. Docket 97–NM–60–AD.

Applicability: Model 777–200 series airplanes powered by General Electric (GE) 90 engines having serial number 900–104, –105, –106, –108, –109, –110, or –111; 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 (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).