

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 reduce the possibility of a fire in the engine high speed gearbox, and to ensure that, if a fire occurs, it is readily detected by the flight crew, accomplish the following:

(a) Within 16,000 flight hours or 48 months after March 14, 1994, (the effective date of AD 94-03-10, amendment 39-8817), whichever occurs first, accomplish both paragraphs (a)(1) and (a)(2) of this AD:

(1) Install a new vent tube in the gear compartment of the high speed gearbox on the number 1, number 2, and number 3 engines, in accordance with Rolls-Royce Service Bulletin RB.211-72-4666, Revision 4, dated May 16, 1986.

Note 2: Installation of a new vent tube prior to March 14, 1994, in accordance with Rolls-Royce Service Bulletin RB.211-72-4666, Revision 3, dated October 14, 1977, is considered acceptable for compliance with this AD.

(2) Modify the breather duct of the high speed gearbox on the number 2 engine in accordance with Lockheed Service Bulletin 093-71-067, Revision 2, dated December 12, 1988.

Note 3: Modification of the breather duct prior to March 14, 1994, in accordance with Lockheed Service Bulletin 093-71-067, Revision 1, dated April 1, 1986, is considered acceptable for compliance with this AD.

(b) Install an additional fire detection system on the high speed gearbox on the number 1, number 2, and number 3 engines in accordance with paragraph (b)(1), (b)(2), (b)(3) of this AD, as applicable:

(1) For airplanes on which an additional fire detection system has not been installed: Within 6,000 flight hours or 18 months after the effective date of this AD, whichever occurs first, install the system in accordance with Lockheed Service Bulletin 093-26-039, Revision 1, dated April 10, 1996.

(2) For airplanes on which an additional fire detection system has been installed prior to the effective date of this AD and in accordance with Lockheed Service Bulletin 093-26-039, dated November 11, 1992: Within 6,000 flight hours or 18 months after the effective date of this AD, whichever occurs first, modify the system in accordance with Lockheed Service Bulletin 093-26-039, Revision 1, dated April 10, 1996.

(3) For airplanes on which an additional fire detection system has been installed prior to the effective date of this AD and in accordance with Lockheed Service Bulletin 093-26-039, Revision 1, dated April 10, 1996: No further action is required by this paragraph.

(c)(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, Atlanta Aircraft Certification Office (ACO), FAA, Small 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, Atlanta ACO.

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

(2) Alternative methods of compliance, approved previously in accordance with AD 94-03-10, amendment 39-8817, are approved as alternative methods of compliance with this AD.

(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 actions shall be done in accordance with Rolls-Royce Service Bulletin RB.211-72-4666, Revision 4, dated May 16, 1986; Lockheed Service Bulletin 093-71-067, Revision 2, dated December 12, 1988; and Lockheed Service Bulletin 093-26-039, Revision 1, dated April 10, 1996. Rolls-Royce Service Bulletin RB.211-72-4666, Revision 4, dated May 16, 1986, contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1-4	4	May 16, 1986.
4A, 6A, 10	none	August 26, 1977.
5, 6, 7-9, Supplement Page 2.	2	August 26, 1977.

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 Lockheed Aeronautical Systems Support Company (LASSC), Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080; and Rolls-Royce plc, Technical Publications Department, P.O. Box 17, Parkside, Coventry CV1 2LZ, England. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

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

Issued in Renton, Washington, on June 26, 1997.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 97-17278 Filed 7-2-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-94-AD; Amendment 39-10064; AD 97-14-06]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 747 Series Airplanes, Excluding Airplanes Equipped With Pratt & Whitney PW4000 and General Electric CF6-80C2 Series Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Boeing 747 series airplanes, that currently requires replacement of certain fuse pins on the upper link of the inboard and outboard struts. That AD also requires inspections to detect corrosion or cracks of certain fuse pins, and replacement, if necessary. This amendment reduces the compliance times of actions associated with certain fuse pins and provides for optional terminating action for the requirements of this AD. This amendment is prompted by a report of fracturing of a bulkhead style fuse pin located in the inboard strut at the forward end of the upper link. The actions specified in this AD are intended to prevent failure of the strut and separation of an engine from the airplane due to fracturing of the fuse pins.

DATES: Effective July 18, 1997.

The incorporation by reference of Boeing Alert Service Bulletin 747-54A2166, dated May 1, 1997, as listed in the regulations, is approved by the Director of the Federal Register as of July 18, 1997.

The incorporation by reference of Boeing Alert Service Bulletin 747-54A2166, dated April 28, 1994, as listed in the regulations, was approved previously by the Director of the Federal Register as of April 13, 1995 (60 FR 13618, March 14, 1995).

Comments for inclusion in the Rules Docket must be received on or before September 2, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-94-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:

Tamara L. Dow, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone, (425) 227-2771; fax, (425) 227-1181.

SUPPLEMENTARY INFORMATION: On March 3, 1995, the FAA issued AD 95-06-02, amendment 39-9172 (60 FR 13618, March 14, 1995), to require replacement of certain fuse pins on the upper link of the inboard and outboard struts. That AD also currently requires inspections to detect corrosion or cracks of certain fuse pins, and replacement, if necessary. [A correction of the rule was published in the **Federal Register** on April 19, 1995 (60 FR 19492).] That action was prompted by reports of cracked or corroded fuse pins on the upper link of the inboard and outboard struts, which could result in fracturing of the pins.

Actions Since Issuance of Previous Rule

Since the issuance of AD 95-06-02, the FAA received a report indicating that a fracture of a bulkhead style fuse pin located in the inboard strut at the forward end of the upper link had occurred on a Boeing Model 747 series airplane. The bulkhead style fuse pin had accumulated 7,750 flight cycles and 42,027 flight hours. Metallurgical analysis of this pin indicated that the cause of the cracking was fatigue. Fracturing of the fuse pins, if not corrected, could result in failure of the strut and separation of an engine from the airplane.

Explanation of Relevant Service Information

Since the issuance of the previous rule, the FAA has reviewed and approved Boeing Alert Service Bulletin 747-54A2166, Revision 1, dated May 1, 1997, which reduces the recommended times for actions associated with certain fuse pins. The alert service bulletin references Boeing Alert Service Bulletins 747-54A2157, 747-54A2158, and 747-54A2159, which describe procedures for modification of the strut/wing. The alert service bulletin also references Boeing Service Bulletin 747-54-2155, which describes procedures for installation of 15-5 corrosion resistant steel (third generation) fuse pins in the forward and aft positions of

the upper link on the inboard or outboard strut. Accomplishment of either the strut/wing modification or installation of 15-5 fuse pins eliminates the need for additional inspections or replacement of fuse pins.

Explanation of Requirements of Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of this same type design, this AD supersedes AD 95-06-02 to continue to require replacement of certain fuse pins on the upper link of the inboard and outboard struts. This AD also continues to require inspections to detect corrosion or cracks of certain fuse pins, and replacement, if necessary. This amendment reduces the compliance times of actions associated with certain bulkhead fuse pins. This amendment also provides for optional terminating action for the requirements of this AD.

This is considered to be interim action. The FAA may consider further rulemaking action to require the accomplishment of the optional terminating action [installation of 15-5 corrosion resistant steel (third generation) fuse pins] currently specified in this AD. However, the proposed compliance time for accomplishment of that action 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 97-NM-94-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 removing amendment 39-9172 (60 FR 13618, March 14, 1995), and by adding a new airworthiness directive (AD), amendment 39-10064, to read as follows:

97-14-06 Boeing: Amendment 39-10064.

Docket 97-NM-94-AD. Supersedes AD 95-06-02, Amendment 39-9172.

Applicability: Model 747 and 747-400 series airplanes, line numbers 1 through 967 inclusive, and 969 through 992 inclusive; certificated in any category; excluding airplanes equipped with Pratt & Whitney PW4000 or General Electric CF6-80C2 series engines; and excluding airplanes on which the strut/wing modification has been accomplished in accordance with AD 95-13-05, amendment 39-9285, AD 95-13-07, amendment 39-9287; or AD 95-10-16, amendment 39-9233.

Note 1: This AD does not require that the actions be accomplished on those airplanes having pylons on which 15-5 corrosion resistant steel (third generation) fuse pins are installed through the upper link of the inboard and outboard struts.

Note 2: 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 otherwise 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 (h) 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 failure of the strut and loss of an engine due to corrosion or cracking of the fuse pins, accomplish the following:

(a) For airplanes having bottle bore style fuse pins in the forward position on the upper link: Replace any bottle bore style fuse pin with a new bulkhead style fuse pin in the forward position, or with 15-5 corrosion resistant steel (third generation) fuse pins in the forward position, in accordance with Boeing Alert Service Bulletin 747-54A2166, dated April 28, 1994, or Revision 1, dated May 1, 1997, at the later of the times specified in paragraphs (a)(1) and (a)(2) of this AD.

(1) Prior to the accumulation of 5,000 total landings on the fuse pin, or within 5 years since installation of the pin, whichever occurs first. Or

(2) Within 6 months after April 13, 1995 (the effective date of AD 95-06-02, amendment 39-9172).

Note 3: Third generation fuse pins are installed in pairs (in the forward and aft positions). Therefore, replacement of an individual upper link fuse pin in the forward position with a third generation pin also would necessitate replacement of the pin in the aft position.

Note 4: The alert service bulletin references Boeing Service Bulletin 747-54-2155, dated September 23, 1993, as an additional source of service information for replacement of the fuse pins with 15-5 corrosion resistant steel (third generation) fuse pins. Installation of these third generation fuse pins is preferred over installation of bulkhead style fuse pins.

(b) For airplanes having bulkhead style fuse pins in the forward position on the upper link: Perform a detailed visual inspection to detect corrosion of the pins, and a magnetic particle inspection to detect cracks, in accordance with Boeing Alert Service Bulletin 747-54A2166, dated April 28, 1994, or Revision 1, dated May 1, 1997, at the earlier of the times specified in paragraphs (b)(1) and (b)(2) of this AD.

(1) Perform the inspections at the later of the times specified in paragraphs (b)(1)(i) and (b)(1)(ii) of this AD.

(i) Prior to the accumulation of 8,000 total landings on the fuse pin, or within 8 years since installation of the pin, whichever occurs first. Or

(ii) Within 12 months after April 13, 1995.

(2) Perform the inspections at the later of the times specified in paragraphs (b)(2)(i) and (b)(2)(ii) of this AD.

(i) Prior to the accumulation of 5,000 total landings on the fuse pin, or within 5 years since installation of the pin, whichever occurs first. Or

(ii) Within 90 days after the effective date of this AD.

(c) For the inboard and outboard struts on airplanes other than those identified in paragraph (d) of this AD: If no corrosion or crack is found during the inspection required by paragraph (b) of this AD, repeat the inspection thereafter, in accordance with Boeing Alert Service Bulletin 747-54A2166, dated April 28, 1994, or Revision 1, dated May 1, 1997, at the time specified in paragraph (c)(1) or (c)(2) of this AD, as applicable.

(1) For airplanes on which the initial inspection required by paragraph (a) or (b) of AD 95-06-02 has been accomplished prior to the effective date of this AD: Repeat the inspection within 1,000 landings since the last inspection in accordance with AD 95-06-02, or within 500 landings after the effective date of this AD, whichever occurs first, and thereafter at intervals not to exceed 500 landings.

(2) For airplanes other than those identified in paragraph (c)(1) of this AD: Repeat the inspection thereafter at intervals not to exceed 500 landings.

(d) For the outboard struts on airplanes equipped with Rolls-Royce RB211-524G or

-524H series engines: If no corrosion or crack is found during the inspection required by paragraph (b) of this AD, repeat the inspection thereafter in accordance with Boeing Alert Service Bulletin 747-54A2166, dated April 28, 1994, or Revision 1, dated May 1, 1997, at the time specified in paragraph (d)(1) or (d)(2) of this AD, as applicable.

(1) For airplanes on which the initial inspection required by paragraph (a) or (b) of AD 95-06-02 has been accomplished prior to the effective date of this AD: Repeat the inspection within 2,000 landings since the last inspection in accordance with AD 95-06-02, or within 1,000 landings after the effective date of this AD, whichever occurs first, and thereafter at intervals not to exceed 500 landings.

(2) For airplanes other than those identified in paragraph (d)(1) of this AD: Repeat the inspection thereafter at intervals not to exceed 500 landings.

Note 5: The outboard struts of airplanes equipped with Rolls-Royce RB211-524G or -524H series engines are equipped with thick wall "4330 steel" bulkhead style fuse pins in the forward position of the upper link. Crack propagation to critical length in these thick wall pins is slower than for pins installed on the struts of airplanes equipped with engines other than the Rolls-Royce RB211-524G or -524H series.

(e) If any corrosion or crack is found during any inspection required by this AD, prior to further flight, replace the corroded or cracked pin with either a new bulkhead style fuse pin in the forward position of the upper link, or with 15-5 corrosion resistant steel (third generation) fuse pins in the forward and aft positions of the upper link; in accordance with Boeing Alert Service Bulletin 747-54A2166, dated April 28, 1994, or Revision 1, dated May 1, 1997. Accomplish inspections, if applicable, as specified in paragraph (e)(1) or (e)(2).

(1) If the corroded or cracked fuse pin is replaced with a new bulkhead style fuse pin, prior to the accumulation of 5,000 total landings on the new pin, or within 5 years since installation of the new pin, whichever occurs first, perform a detailed visual inspection to detect corrosion of the new pin, and a magnetic particle inspection to detect cracks of the new pin, in accordance with the alert service bulletin. Repeat these inspections thereafter at the interval specified in paragraph (e)(1)(i) or (e)(1)(ii) of this AD, as applicable.

(i) For the inboard and outboard struts on airplanes other than those identified in paragraph (e)(1)(ii) of this AD: Repeat the inspections at intervals not to exceed 500 landings.

(ii) For the outboard struts on airplanes equipped with Rolls-Royce RB211-524G or -524H series engines: Repeat the inspections at intervals not to exceed 1,000 landings.

(2) If the corroded or cracked fuse pin is replaced with a 15-5 corrosion resistant steel (third generation) fuse pin, no further action is required by this AD.

(f) Accomplishment of the strut/wing modification in accordance with Boeing Alert Service Bulletin 747-54A2166, Revision 1, dated May 1, 1997, constitutes terminating action for the requirements of this AD.

Note 6: Boeing Alert Service Bulletin 747-54A2166, Revision 1, references Boeing Alert Service Bulletins 747-54A2157, 747-54A2158, and 747-54A2159 as additional sources of service information for accomplishment of the strut/wing modification.

(g) Installation of 15-5 corrosion resistant steel (third generation) fuse pins in the forward and aft positions of the upper link on the inboard or outboard strut in accordance with Boeing Alert Service Bulletin 747-54A2166, Revision 1, dated May 1, 1997, constitutes terminating action for the requirements of this AD.

(h) 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 7: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(i) 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.

(j) The actions shall be done in accordance with Boeing Alert Service Bulletin 747-54A2166, dated April 28, 1994, or Revision 1, dated May 1, 1997. The incorporation by reference of Boeing Alert Service Bulletin 747-54A2166, dated April 28, 1994, 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 April 13, 1995 (60 FR 13618, March 14, 1995). The incorporation by reference of Boeing Alert Service Bulletin 747-54A2166, Revision 1, dated May 1, 1997, 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.

(k) This amendment becomes effective on July 18, 1997.

Issued in Renton, Washington, on June 26, 1997.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 97-17284 Filed 7-2-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-15-AD; Amendment 39-10067; AD 97-14-09]

RIN 2120-AA64

Airworthiness Directives; Gulfstream Aerospace Corporation Model G-159 (G-I) Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Gulfstream Model G-159 (G-I) airplanes, that currently requires repetitive inspections to detect cracking in the mounting lugs of the elevator trim tab actuators, and replacement, if necessary. This amendment requires the installation of improved elevator trim tab actuators that are not susceptible to the subject cracking. This amendment is prompted by the development of a modification that positively addresses the identified unsafe condition. The actions specified by this AD are intended to prevent failure of the mounting lugs on the elevator trim tab actuator due to cracking; such failure could result in severe vibration during flight and/or reduction or loss of elevator trim tab capability, which could lead to reduced controllability of the airplane.

DATES: Effective August 7, 1997.

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

ADDRESSES: The service information referenced in this AD may be obtained from Gulfstream Aerospace Corporation, Technical Operations Department, P.O. Box 2206, M/S D-10, Savannah, Georgia 31402-2206. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Christina Marsh, Aerospace Engineer, Airframe and Propulsion Branch, ACE-117A, FAA, Atlanta Aircraft Certification Office, Small Airplane

Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7362; fax (404) 305-7348.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 72-24-04, amendment 39-1559 (37 FR 24419, November 17, 1972), which is applicable to certain Gulfstream Model G-159 (G-I) airplanes, was published in the **Federal Register** on March 6, 1997 (62 FR 10231). The action proposed to continue to require repetitive dye penetrant inspections for cracks in the elevator trim tab actuator mounting lugs, and replacement, if necessary. It also proposed to require the installation of improved elevator trim tab actuators, which would constitute terminating action for the repetitive inspections.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

There are approximately 146 Gulfstream Model G-159 airplanes of the affected design in the worldwide fleet. The FAA estimates that 72 airplanes of U.S. registry will be affected by this proposed AD.

The inspections that are currently required by AD 72-24-04 take approximately 2 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required actions on U.S. operators is estimated to be \$8,640, or \$120 per airplane, per inspection.

The new installation that is required by this AD action will take approximately 12 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$4,900 per airplane. Based on these figures, the cost impact of the required requirements of this AD on U.S. operators is estimated to be \$404,640, or \$5,620 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.