

Applicability: Model A300–600 series airplanes on which Airbus Modification 8683 was not accomplished during production, or on which Airbus Modification 8684 has not been installed; certificated in any category.

Note 1: Airbus Models A300 B2 and B4 series airplanes are not subject to the requirements of this AD.

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 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 of the fuselage outer skin at frames 28A and 30A, which could reduce the structural integrity of the airframe and result in rapid decompression of the airplane, accomplish the following actions:

(a) Prior to the accumulation of 14,100 total flight cycles, or within 12 months after the effective date of the AD, whichever occurs later, conduct an eddy current inspection to detect cracking of the fuselage outer skin at frames 28A and 30A above stringer 30, in accordance with Airbus Service Bulletin A300–53–6045, dated March 21, 1995, as revised by Change Notice No. O.A., dated June 1, 1995.

(1) If no cracking is found, repeat the inspection thereafter at intervals not to exceed 4,500 flight cycles.

(2) If any cracking is found that is within the limits specified in the service bulletin, repair in accordance with paragraph 2.D. of the Accomplishment Instructions of Airbus Service Bulletin A300–53–6045, dated March 21, 1995, as revised by Change Notice No. O.A., dated June 1, 1995; or reinforce the structure at frames 28 and 29, and at frames 30 and 31, between stringers 29 and 30, in accordance with Airbus Service Bulletin A300–53–6037, dated March 21, 1995.

1(i) If the repair is accomplished: After the repair, repeat the eddy current inspection thereafter at intervals not to exceed 4,500 flight cycles.

(ii) If the reinforcement is accomplished: Such reinforcement constitutes terminating action for the repetitive inspections required by this AD.

(3) If any cracking is found that is outside the limits specified in the service bulletin, prior to further flight, reinforce the structure at frames 28 and 29, and at frames 30 and 31, between stringers 29 and 30, in accordance with Airbus Service Bulletin A300–53–6037, dated March 21, 1995. Such reinforcement constitutes terminating action for the repetitive inspections required by this AD.

(b) Within 5 years after the effective date of this AD, reinforce the structure at frames 28 and 29, and at frames 30 and 31, between stringers 29 and 30, in accordance with Airbus Service Bulletin A300–53–6037, dated March 21, 1995. Such reinforcement constitutes terminating action for the repetitive inspections required by this AD.

(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, 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 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(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.

Issued in Renton, Washington, on March 20, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 97–7681 Filed 3–25–97; 8:45 am]
BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 97–NM–06–AD]

RIN 2120–AA64

Airworthiness Directives; Lockheed Model L–1011 Series Airplanes Equipped With Rolls-Royce Model RB.211–524 Series 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 Lockheed Model L–1011 series airplanes, that currently requires several modifications of the engine high speed gearboxes. This action would require that a new modification be installed in lieu of one of those previously required. This proposal is prompted by a report indicating that one of the currently required modifications is not completely effective because it can create interference problems between the fireloop and a fuel line. The actions specified by the proposed AD are intended to reduce the possibility of a

fire in the high speed gear boxes, and to ensure that any fire which may occur is readily detected by the flight crew.

DATES: Comments must be received by May 5, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 97–NM–06–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 Lockheed Aeronautical Systems Support Company, 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. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Thomas Peters, Aerospace Engineer, Systems and Flight Test Branch, ACE–116A, FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2–160, College Park, Georgia 30337–2748; telephone (404) 305–7367; fax (404) 305–7348.

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-06-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-06-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On February 1, 1994, the FAA issued AD 94-03-10, amendment 39-8817 (59 FR 6535, February 11, 1994), applicable to certain Lockheed Model L-1011 series airplanes, to require several modifications of the engine high speed gear boxes:

1. Installation of an additional fire detection system on the high speed gearbox on the number 1, 2, and 3 engines;
2. Installation of a new vent tube in the gear compartment of the high speed gearbox on the number 1, 2, and 3 engines; and
3. Modification of the breather duct of the high speed gearbox on the number 2 engine.

That AD was prompted by a report of an oil fire that occurred in the engine high speed gearbox on a Rolls Royce RB211-524 series on one airplane. The fire burned a hole through the gearbox in the vicinity of the breather rotor. Investigation revealed that the fire was caused by problems associated with the failure of a roller bearing in the gearbox. Failure of any of the roller bearings in the engine high speed gearbox can lead to ignition of the gearbox oil. An internal gearbox fire could eventually breach the gearbox, due to melting of the magnesium in the gearbox housing, and could damage adjacent components.

The requirements of that AD are intended to reduce the possibility of fire in the engine high speed gearbox, and to ensure that, if a fire occurs, it is readily detected by the flight crew.

Actions Since Issuance of Previous Rule

Since the issuance of AD 94-03-10, the FAA has received a report indicating that one operator, who had installed the required fire detection system on its affected airplanes, identified an interference problem between the fireloop (fire rail sensor assembly) and the flexible fuel supply tube when the installation was completed. This

interference allows these two components to come into contact with each other, which renders the modification less effective than intended in minimizing the possibility of a fire in the engine high speed gearbox.

Explanation of Relevant Service Information

The FAA has reviewed and approved Lockheed Service Bulletin 093-26-039, Revision 1, dated April 10, 1996, which describes procedures for installing an additional fire detection loop in the number 1, 2, and 3 high speed gearboxes on Rolls Royce RB.211-524 series engines. It also describes new procedures for revising the routing of the fire detector sensor assembly, with associated clipping changes to alleviate the lack of clearance.

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 supersede AD 94-03-10. It would continue to require installation of a new vent tube in the high speed gearbox on the number 1, 2, and 3 engines, and modification of the breather duct of the high speed gearbox on the number 2 engine.

This proposed AD also would continue to require the installation of an additional fire detection system on the high speed gearbox on the number 1, 2, and 3 engines; however, it would require that the installation be accomplished in accordance with the revised service bulletin, described previously, which incorporates the new routing procedures. This proposed requirement would mean that operators who already have complied with the installation required by AD 94-03-10 must perform additional procedures relative to rerouting the installation assembly.

Cost Impact

There are approximately 92 Lockheed Model L-1011 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 28 airplanes of U.S. registry would be affected by this proposed AD.

The installation of a new vent tube in the high speed gear box, which is currently required by AD 94-03-10, takes approximately 3 work hours to accomplish, at an average labor rate of \$60 per work hour. Required parts are estimated to cost \$500 per airplane.

Based on these figures, the cost impact of this action on U.S. operators

is estimated to be \$19,040, or \$680 per airplane.

The modification of the breather duct on the high speed gearbox on the number 2 engine, which is currently required by AD 94-03-10, requires approximately 6 work hours to accomplish, at an average labor rate of \$60 per work hour. Required parts are estimated to cost \$10,000 per airplane. Based on these figures, the cost impact of this action on U.S. operators is estimated to be \$290,080, or \$10,360 per airplane.

The installation of the additional fire detecting loop in accordance with the revised Lockheed service bulletin would require approximately 9 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. If the airplane is equipped with a Walter Kidde fire detection system, required parts are estimated to cost \$2,100 per airplane. If the airplane is equipped with a Gravinier fire detection system, required parts are estimated to cost \$8,100 per airplane. Based on these figures, the cost impact of this proposed requirement on U.S. operators is estimated to be between \$73,920 and \$241,920 for the fleet, or between \$2,640 and \$8,640 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the current or proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted. However, the FAA has been advised that at least 19 airplanes of U.S. registry already have been modified to incorporate the breather duct on the high speed gearbox on the number 2 engine. Therefore, the future cost impact of this proposed AD is reduced by at least \$196,840.

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 removing amendment 39-8817 (59 FR 6535, February 11, 1994), and by adding a new airworthiness directive (AD), to read as follows:

LOCKHEED: Docket 97-NM-06-AD.

Supersedes AD 94-03-10, Amendment 39-8817.

Applicability: Model L-1011 series airplanes, equipped with Rolls-Royce Model RB211-524 series engines; 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 reduce the possibility of a fire in the engine high speed gearbox, and to insure 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 the effective date of this AD 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 the effective date of this AD 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), or (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.

Issued in Renton, Washington, on March 20, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-7682 Filed 3-25-97; 8:45 am]

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14 CFR Part 39

[Docket No. 96-NM-165-AD]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A300-B2 and -B4 Series Airplanes, Excluding Model A300-600 Series Airplanes, Equipped With General Electric CF6-50 Series Engines or Pratt & Whitney JT9D-59A 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 Airbus Model A300-B2 and -B4 series airplanes that currently requires an inspection to detect discrepancies of a certain thrust reverser control lever spring; an operational test to verify the integrity of the flight inhibition circuit of the thrust reverser system; and either the correction of discrepancies or deactivation of the associated thrust reverser. That AD also provides for an optional terminating action. That AD was prompted by a report that, due to broken and deformed thrust reverser control lever springs, an uncommanded movement of the thrust reverser lever to the unlock position and a "reverser unlock" amber warning occurred on one airplane. The actions specified by that AD are intended to detect such broken or deformed control lever springs before they lead to uncommanded deployment of a thrust reverser and consequent reduced controllability of the airplane. This proposal would require installation of the previously optional terminating action in accordance with the latest service information.

DATES: Comments must be received by May 5, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-165-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00