

## (2) Definitions.

(i) For purposes of this paragraph the terms "protection systems," "safety systems," and "safety-related systems" are synonymous.

(ii) Changes to protection systems include modification, augmentation or replacement of protection systems permitted by license amendments, changes to protection systems made by licensees pursuant to 10 CFR 50.59, and plant specific departures from a design certification rule under 10 CFR part 52.

(3) Protection systems. For nuclear power plants with construction permits issued after January 1, 1971, but prior to January 1, 1998, protection systems must meet the requirements set forth either in the Institute of Electrical and Electronics Engineers (IEEE) Std. 279, "Criteria for Protection Systems for Nuclear Power Generating Stations," or in IEEE Std. 603-1991, "Criteria for Safety Systems for Nuclear Power Generating Stations," and the correction sheet dated January 30, 1995. However, changes to protection systems initiated on or after January 1, 1998 must meet the requirements set forth in IEEE Std. 603-1991, and the correction sheet dated January 30, 1995.

(4) Safety systems. For construction permits, operating licenses, final design approvals, design certifications and combined licenses issued on or after January 1, 1998, safety systems must meet the requirements set forth in IEEE Std. 603-1991, and the correction sheet, dated January 30, 1995.

Dated at Rockville, this 9th day of October, 1997.

For the Nuclear Regulatory Commission.

**John C. Hoyle,**

*Secretary of the Commission.*

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. 97-ANE-38-AD; Amendment 39-10160; AD 97-21-07]

RIN 2120-AA64

**Airworthiness Directives; AlliedSignal Inc. (Formerly Textron Lycoming) Model T5313B, T5317A, and T53 (Military) Turboshift Engines**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to AlliedSignal Inc. (formerly Textron Lycoming) Model T5313B, T5317A, and T53 series military turboshaft engines approved for installation on aircraft certified in accordance with Section 21.25 of the Federal Aviation Regulations (FAR). This action requires a one-time visual inspection of accessory drive carrier assemblies for affected serial numbers (S/Ns) designating a defective assembly, and if the S/N is applicable, replacement with a serviceable assembly. This amendment is prompted by a report of an N2 overspeed condition due to a defective accessory drive carrier assembly. The actions specified in this AD are intended to prevent accessory drive carrier assembly failure, which could result in an N2 overspeed and an uncontained engine failure.

**DATES:** Effective November 3, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 3, 1997.

Comments for inclusion in the Rules Docket must be received on or before December 16, 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-38-AD, 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.

The service information referenced in this AD may be obtained from AlliedSignal Aerospace, Attn: Data Distribution, M/S 64-3/2101-201, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493, fax (602) 365-5577. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC. **FOR FURTHER INFORMATION CONTACT:** Ray Vakili, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; telephone (562) 627-5262, fax (562) 627-5210.

**SUPPLEMENTARY INFORMATION:** The Federal Aviation Administration has

received a report of an N2 overspeed condition on an AlliedSignal Inc. (formerly Textron Lycoming) Model T5317A-1 turboshaft engine. The investigation revealed that the N2 overspeed condition was caused when the N2 overspeed governor bevel gear, which is part of the accessory drive carrier and cap assembly, shifted out of position. This gear shifting out of position was determined to be due to improper manufacturing of the accessory drive carrier and cap assembly, Part Number (P/N) 1-070-210-01, which is installed on the higher level assembly, accessory drive carrier assembly, P/N 1-070-220-03, 1-070-220-12, or 1-070-220-13. All accessory drive carrier assemblies, P/Ns 1-070-220-03, 1-070-220-12, and 1-070-220-13, installed after November 1, 1985, and have been identified by serial number (S/N) are subject to this inspection. This condition, if not corrected, could result in accessory drive carrier assembly failure, which could result in an N2 overspeed and an uncontained engine failure.

The FAA has reviewed and approved the technical contents of AlliedSignal Inc. Alert Service Bulletin (ASB) No. T5313B/17A-A0092, Revision 1, dated July 1, 1997; ASB No. T53-L-13B-A0092, dated June 4, 1997; and ASB No. T53-L-703-A0092, dated June 4, 1997. These ASBs describe procedures for performing a one-time visual inspection of accessory drive carrier assemblies for affected S/Ns designating a defective assembly, and if the S/N is applicable, replacement with a serviceable assembly.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of the same type design, this AD is being issued to prevent accessory drive carrier assembly failure. This AD requires a one-time visual inspection of accessory drive carrier assemblies for affected S/Ns designating a potentially defective assembly, and if the S/N is applicable, replacement with a serviceable assembly. The actions are required to be accomplished in accordance with the ASBs described previously.

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 should 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 notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 97-ANE-38-AD." The postcard will be date stamped and returned to the commenter.

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 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 adding the following new airworthiness directive:

**97-21-07 AlliedSignal Inc.:** Amendment 39-10160. Docket 97-ANE-38-AD.

**Applicability:** AlliedSignal Inc. (formerly Textron Lycoming) Model T5313B, T5317A, and T53 series military turboshaft engines approved for installation on aircraft certified in accordance with Section 21.25 of the Federal Aviation Regulations (FAR), with accessory drive carrier assemblies, Part Numbers (P/Ns) 1-070-220-03, 1-070-220-12, and 1-070-220-13, that were installed after November 1, 1985, and have serial numbers (S/Ns) listed in AlliedSignal Inc. Alert Service Bulletins (ASBs) No. T5313B/17A-A0092, Revision 1, dated July 1, 1997; ASB No. T53-L-13B-A0092, dated June 4, 1997; or ASB No. T53-L-703-A0092, dated June 4, 1997. These engines are installed on but not limited to Bell Helicopter Textron Model 205A-1 and 205B series helicopters, Kaman Aircraft Corporation K-1200 series helicopters, and military helicopters certified in accordance with Section 21.25 of the FAR.

**Note 1:** A shipping records, engine logbooks, work orders, and parts invoices check may allow an owner or operator to determine if this AD applies.

**Note 2:** This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless

of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines 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 accessory drive carrier assembly failure, which could result in an N2 overspeed and an uncontained engine failure, accomplish the following:

(a) Within 100 hours time in service (TIS), or 6 months after the effective date of this AD, whichever occurs first, accomplish the following in accordance with AlliedSignal Inc. ASB No. T5313B/17A-A0092, Revision 1, dated July 1, 1997; ASB No. T53-L-13B-A0092, dated June 4, 1997; and ASB No. T53-L-703-A0092, dated June 4, 1997, as applicable:

(1) Visually inspect to determine if the accessory drive carrier assembly is marked with an affected S/N listed in the applicable ASBs.

(2) If the accessory drive carrier assembly is not marked with an affected S/N listed in the applicable ASB, no further action is required.

(3) If the accessory drive carrier assembly is marked with an affected S/N listed in the applicable ASB, or the serial number cannot be positively determined, remove the accessory drive carrier assembly from service and replace with a serviceable assembly.

(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, Los Angeles Aircraft Certification Office. 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 Aircraft Certification Office.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Los Angeles Aircraft Certification Office.

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

(d) The actions required by this AD shall be done in accordance with the following AlliedSignal Inc. ASBs:

Document No.	Pages	Revision	Date
T5313B/17A-A0092 .....	1-7	1 .....	July 1, 1997.
Total pages: 7			
T53-L-13B-A0092 .....	1-7	Original ....	June 4, 1997.
Total pages: 7			

Document No.	Pages	Revision	Date
T53-L-703-A0092 .....	1-7	Original ....	June 4, 1997.
Total pages: 7			

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 AlliedSignal Aerospace, Attn: Data Distribution, M/S 64-3/2101-201, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493, fax (602) 365-5577. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on November 3, 1997.

Issued in Burlington, Massachusetts, on October 8, 1997.

**Jay J. Pardee,**

*Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 97-27350 Filed 10-16-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-NM-220-AD; Amendment 39-10164; AD 97-21-11]

RIN 2120-AA64

#### **Airworthiness Directives; Short Brothers Model SD3-30 Series Airplanes**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to all Short Brothers Model SD3-30 series airplanes. This action requires a one-time inspection to measure the depth of the skin flutes of the skin panels of the rudder and elevators, and repair, if necessary. This amendment is prompted by reports indicating that, due to a manufacturing process error, the depth of certain skin flutes of the rudder and elevators is less than the design specification. The actions specified in this AD are intended to prevent structural damage and/or loss of the rudder or elevators if the airplane is operated under ultimate load conditions, which could result in reduced controllability of the airplane.

**DATES:** Effective November 3, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 3, 1997.

Comments for inclusion in the Rules Docket must be received on or before November 17, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-220-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD may be obtained from Short Brothers, Airworthiness & Engineering Quality, P.O. Box 241, Airport Road, Belfast BT3 9DZ, Northern Ireland. 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:** Gary D. Lium, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1112; fax (425) 227-1149.

**SUPPLEMENTARY INFORMATION:** The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom, recently notified the FAA that an unsafe condition may exist on all Short Brothers Model SD3-30 series airplanes. The CAA advises of findings that the depth of the skin flutes of the port and starboard skin panels of the rudder and elevators is less than the appropriate depth specified by the design specification. The problem was noticed during the production of skin flutes for the SD3-60 SHERPA series airplanes, and it was noted that the same manufacturing process was used for Model SD3-30 series airplanes. (The manufacturer advises that all SD3-60 SHERPA series airplanes have been inspected, and that no unsafe condition exists with regard to the skin flutes on these airplanes; therefore, Model SD3-60 SHERPA series airplanes are not included in the applicability of this AD.) Such inadequate depth of the skin flutes, if not corrected, could result in structural damage and/or loss of the rudder or elevators if the airplane is operated under ultimate load

conditions, and consequent reduced controllability of the airplane.

#### **Explanation of Relevant Service Information**

The manufacturer has issued Service Bulletin SD330-55-19, dated February 11, 1997, which describes procedures for performing a one-time inspection to measure the depth of the skin flutes of the skin panels of the rudder and elevators, and repair, if necessary. The CAA classified this service bulletin as mandatory and issued British airworthiness directive 006-02-97 in order to assure the continued airworthiness of these airplanes in the United Kingdom.

#### **FAA's Conclusions**

This airplane model is manufactured in the United Kingdom and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

#### **Explanation of Requirements of Rule**

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, this AD is being issued to prevent structural damage and/or loss of the rudder or elevators if the airplane is operated under ultimate load conditions, and consequent reduced controllability of the airplane. This AD requires a one-time inspection to measure the depth of the skin flutes of the skin panels of the rudder and elevators, and repair, if necessary. The inspection is required to be accomplished in accordance with the service bulletin described previously. The repair of any discrepant skin flute is required to be accomplished in accordance with a method approved by the FAA.