more than one door between each section of a crew rest area and the primary stairway exit. Exit signs meeting the requirements of § 25.812(b)(1)(i) that direct occupants to the primary stairway exit must be provided in each section of the crew rest area.

f. Each smaller area, within the main crew rest area, created by the installation of a partition with a door must individually meet the requirements of items 4, 5, 6, 7, 9 and 10 of these special conditions with the door open or closed. The requirements of items 5 and 9 are not applicable to lavatories or other small areas that are not intended to be occupied for extended periods of time.

Issued in Renton, Washington, on October 23, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service, ANM–100.

[FR Doc. 97–29125 Filed 11–3–97; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–NM–268–AD; Amendment 39–10190; AD 97–23–02]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 727–100 Series Airplanes Modified in Accordance With Supplemental Type Certificate (STC) SA8472SW

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Boeing Model 727–100 series airplanes. This action requires a revision to the Airplane Flight Manual (AFM) to prohibit stabilized operation between 60 and 75 percent N1 speed during ground operations in reverse or forward thrust. This amendment is prompted by a report that, during preparation for takeoff, a transport category airplane equipped with Rolls-Royce Tay 650–15 engines sustained an engine fan blade failure, followed by an engine fire. The actions specified in this AD are intended to prevent uncontained failure of engine fan blades due to high cycle fatigue cracking, which could result in loss of thrust from the affected engine and secondary damage to the airplane and/or fire.

DATES: Effective November 19, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 19, 1997.

Comments for inclusion in the Rules Docket must be received on or before January 5, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 97–NM–268–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

The Airplane Flight Manual (AFM) Supplement referenced in this AD may be obtained from the Dee Howard Company, P.O. Box 469001, San Antonio, Texas 78246. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Rotorcraft Directorate, 2601 Meacham Boulevard, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Ron Filler, Flight Test Pilot, Airplane Certification Office, ASW–150, FAA, Rotorcraft Directorate, 2601 Meacham Boulevard, Fort Worth, Texas, 76137–4298; telephone (817) 222–5132; fax (817) 222–5960.

SUPPLEMENTARY INFORMATION: The Rijksluchtvaartdienst (RLD), which is the airworthiness authority for the Netherlands, recently notified the FAA that it received a report indicating that, during preparation for takeoff, a Fokker Model F28 Mark 0100 series airplane equipped with Rolls-Royce Tay 650–15 engines sustained an engine fan blade failure, followed by an engine fire.

Investigation revealed that five fan blades failed at the root area, three fan blades failed at mid-height, and the remainder were damaged severely. Further investigation revealed that all five fan blades failed due to rapid high cycle fatigue cracking with low cycle fatigue cracking origin. Evidence of rapid high cycle fatigue cracking indicates that an operational effect is causing high vibratory stresses. Rolls-Royce considers that the high cycle fatigue cracking was caused by vibration during previous thrust reverser applications.

Upon further investigation, the FAA has determined that Boeing 727QF airplanes have engine installation and service records that are similar to Fokker Model F28 Mark 0100 series airplanes. Boeing 727QF airplanes are Boeing Model 727–100 airplanes that have been modified in accordance with Supplemental Type Certificate (STC) SA8472SW, which includes the installation of Rolls-Royce Tay 651–54 engines.

The FAA has evaluated these findings and has determined that high-cycle fatigue cracking of the engine fan blades could cause uncontained failure of the engine fan blades. Such fatigue cracking, if not corrected, could result in loss of thrust from the affected engine and secondary damage to the airplane and/or fire.

Explanation of Relevant Service Information

The FAA has reviewed and approved Dee Howard Airplane Flight Manual (AFM) Supplement CR102–F–066, Change 19, dated October 2, 1997 (for Boeing 727QF airplanes), which prohibits stabilized operation between 60 and 75 percent N1 speed during ground operations in reverse or forward thrust. Accomplishment of the actions specified in the service document is intended to adequately address the identified unsafe condition.

Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on other Boeing Model 727–100 series airplanes of this same type design registered in the United States, this AD is issued to require a revision to the Limitations Section of the FAA-approved AFM to prohibit stabilized operation between 60 and 75 percent N1 speed during ground operations in reverse or forward thrust.

These actions are required to be accomplished in accordance with the document described previously.

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–268–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 adding the following new airworthiness directive:

97–23–02 Boeing: Amendment 39–10190. Docket 97–NM–268–AD.

Applicability: Model 727–100 series airplanes modified in accordance with Supplemental Type Certificate (STC) SA8472SW, which includes installation of Rolls-Royce Tay 651–54 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 (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 uncontained failure of engine fan blades due to high cycle fatigue cracking, which could result in loss of thrust from the affected engine and secondary damage to the airplane and/or fire, accomplish the following:

(a) Within 72 hours after the effective date of this AD, revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) by inserting a copy of Dee Howard Airplane AFM Supplement CR102–F–066, Change 19, dated October 2, 1997, in the AFM.

(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, Airplane Certification Office, ASW–150, FAA, Rotorcraft Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Airplane Certification Office, ASW–150.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Airplane Certification Office, ASW–150.

(c) Special flight permits may be issued in accordance with §§ 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.

(d) The AFM revision shall be done in accordance with Dee Howard Airplane Flight Manual Supplement CR102–F–066, Change 19, dated October 2, 1997 (for Boeing 727QF airplanes), which contains the following list of effective pages.

Page number	Revision level shown on page	Date shown on page
Title Page	19	November 25, 1992.
1–1, 1–3, 3–4, 3–15, 4–61.	Not Shown ...	October 2, 1997.

The 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 the Dee Howard Company, P.O. Box 469001, San Antonio, Texas 78246. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Rotorcraft Directorate, 2601 Meacham Boulevard, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on November 19, 1997.

Issued in Renton, Washington, on October 29, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–29114 Filed 11–3–97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–NM–225–AD; Amendment 39–10191; AD 97–23–03]

RIN 2120–AA64

Airworthiness Directives; British Aerospace (Jetstream) Model HS 748 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.