

new airworthiness directive (AD), amendment 39-10066, to read as follows:

**97-14-08 Gulfstream Aerospace Corporation (formerly Grumman):** Amendment 39-10066. Docket 97-NM-17-AD. Supersedes AD 66-10-03, Amendment 39-222.

**Applicability:** Model G-159 (G-I) airplanes; serial number (S/N) 1 through 12 inclusive, 14 through 83 inclusive, and 114; on which main landing gear (MLG) uplock beam support brackets (angles) having part numbers (P/N) 159W10150-71 and -72 are not installed; confiscated in any category.

**Note 1:** This AD applies to each airplane 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 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 (d)(1) 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 brackets for the main landing gear (MLG) uplock beam assembly due to cracking and loose rivets, which could result in the inability to retract the MLG, accomplish the following:

(a) Within 50 hours time-in-service after April 12, 1966 (the effective date of AD 66-10-03, amendment 39-222), and thereafter at intervals not to exceed 100 hours time-in-service, accomplish the actions specified in paragraphs (a)(1) and (a)(2) of this AD in accordance with Grumman Gulfstream Service Change No. 179, dated March 15, 1966:

(1) Conduct a dye penetrant inspection, in conjunction with at least a 10X magnifying glass, to detect cracks in the MLG uplock beam forward brackets, P/N's 159W10150-51 and -52; and

(2) Conduct a visual inspection of the attachments of each bracket to the firewall bulkhead and to the main gear uplock beam for loose rivets caused by elongated rivet holes.

(b) If any crack or loose rivet is found during any inspection required by paragraph (a) of this AD, prior to further flight, accomplish either paragraph (b)(1) or (b)(2) of this AD, in accordance with Grumman Gulfstream Service Change No. 179, dated March 15, 1966:

**Note 2:** Grumman Gulfstream Service Change No. 179A, dated March 20, 1966, contains additional procedural information relevant to the inspection and replacement requirements of this AD.

(1) Replace the bracket with a new or serviceable bracket having P/N 159W10150-51 or -52, as applicable. After this replacement, continue to inspect in accordance with paragraph (a) of this AD. Or

(2) Replace the bracket with a bracket having P/N 159W10150-71 or -72, as applicable. This replacement constitutes terminating action for the inspection required by paragraph (a) of this AD for the replaced bracket.

(c) Within 1,000 hours time-in-service after the effective date of this AD, replace the brackets for the main landing gear (MLG) uplock beam assembly with brackets having P/N 159W10150-71 and -72, in accordance with Part II of Grumman Gulfstream Service Change No. 179, dated March 15, 1966. Such replacement constitutes terminating action for the inspections required by this AD.

(d)(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.

(2) Alternative methods of compliance, approved previously in accordance with AD 66-10-03, amendment 39-222, are approved as alternative methods of compliance with this AD.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(e) 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.

(f) The actions shall be done in accordance with Grumman Gulfstream Service Change No. 179, dated March 15, 1966. 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 Gulfstream Aerospace Corporation, Technical Operations Department, P.O. Box 2206, MS D-10, Savannah, Georgia 31402-2206. 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.

(g) This amendment becomes effective on August 7, 1977.

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

**S.R. Miller,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 97-17279 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-06-AD; Amendment 39-10065, AD 97-14-07]

RIN 2120-AA64

#### Airworthiness Directives; Lockheed Model L-1011 Series Airplanes Equipped With Rolls-Royce Model RB211-524 Series Engines

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes 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 amendment requires that a new modification be installed in lieu of one of those previously required. This amendment 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 this 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:** 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 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. 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:** Thomas Peters, Aerospace Engineer, Systems and Flight Test Branch, ACE-

116A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7367; fax (404) 305-7348.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 94-03-10, amendment 39-8817 (59 FR 6535, February 11, 1994), which is applicable to certain Lockheed Model L-1011 series airplanes, was published in the **Federal Register** on March 26, 1997 (62 FR 14363). The action proposed to 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. The action also proposed to 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.

#### **Explanation of Changes Made to the Proposal**

The FAA has revised NOTE 2 and NOTE 3 of the proposed AD to reference the exact effective date (i.e., March 14, 1994) of AD 94-03-10. The FAA finds that the phrase "prior to the effective date of this AD," which appeared in the proposal, could be misinterpreted to mean the effective date of this final rule rather than the effective date of AD 94-03-10.

#### **Consideration of Comments Received**

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the two comments received.

Both commenters support the proposed rule.

#### **Conclusion**

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

#### **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 will be affected by this 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 per airplane 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 will 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 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 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 AD is reduced by at least \$196,840.

#### **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 removing amendment 39-8817 (59 FR 6535, February 11, 1994), and by adding a new airworthiness directive (AD), amendment 39-10065, to read as follows:

**97-14-07 Lockheed:** Amendment 39-10065. 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 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.

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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