

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 No. 97-SW-19-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 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.

#### 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 a new airworthiness directive to read as follows:

#### 97-16-02 Robinson Helicopter Company: Amendment 39-10092. Docket No. 97-SW-19-AD.

**Applicability:** Model R44 helicopters, serial numbers 0001 through 0332, certificated in any category.

**Note 1:** This AD applies to each helicopter 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 helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (d) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent failure of the sprag clutch to lock in the driving direction, which would result in loss of power to the main rotor system and a subsequent forced landing; or failure of the sprag clutch to unlock in the overrunning direction, which, if combined with engine failure, would result in an inability to autorotate and a subsequent loss of control of the helicopter, accomplish the following:

(a) Within 25 hours time-in-service (TIS) after the effective date of this AD, and thereafter, at intervals not to exceed 100 hours TIS, inspect both up-limit switches, part number (P/N) V3-1001, for proper operation in accordance with the Compliance Procedure in Robinson Helicopter Company R44 Service Bulletin SB-21, dated April 18, 1997. If the motor runs when the springs are depressed on one side, the switch on the OPPOSITE side is not functioning properly.

(b) If the inspections required by paragraph (a) of this AD indicate that either up-limit switch does not function properly, replace the up-limit switch with an airworthy up-limit switch in accordance with the Compliance Procedure contained in Robinson Helicopter Company R44 Service Bulletin SB-21, dated April 18, 1997.

(c) Within 50 hours TIS after the effective date of this AD, replace the clutch assembly, P/N C018-1, with a clutch assembly, P/N C018-2 or P/N C018-2A, in accordance with the Compliance Procedure contained in Robinson Helicopter Company R44 Service Bulletin SB-23, dated May 30, 1997.

(d) 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, FAA. Operators shall submit their requests through

an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

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

(f) The inspections and replacements, if necessary, shall be done in accordance with Robinson Helicopter Company R44 Service Bulletin SB-21, dated April 18, 1997, and Robinson Helicopter Company R-44 Service Bulletin SB-23, dated May 30, 1997. 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 Robinson Helicopter Company, 2901 Airport Drive, Torrance, California 90505, telephone (310) 539-0508, fax (310) 539-5198. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on August 18, 1997.

Issued in Fort Worth, Texas, on July 22, 1997.

**Mark R. Schilling,**

*Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 97-20195 Filed 7-31-97; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 96-ANE-36; Amendment 39-10091; AD 97-05-11 R1]

RIN 2120-AA64

#### Airworthiness Directives; AlliedSignal Inc. ALF502 and LF507 Series Turbofan Engines

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

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

**SUMMARY:** This amendment revises an existing airworthiness directive (AD), applicable to AlliedSignal Inc. ALF502 and LF507 series turbofan engines, that currently requires initial and repetitive inspections of the oil system chip detectors and oil filter bypass valve, and optional installation of an improved oil filter bypass valve, to ensure the

integrity of the reduction gear system and overspeed protection system. This amendment adds an initial inspection threshold for the oil maintenance requirements that was inadvertently omitted from AD 97-05-11, and makes editorial corrections. Paragraphs (b) through (f) of AD 97-05-11 have been rearranged in this AD to make these corrections. This amendment is prompted by the inadvertent omission of the initial inspection threshold. The actions specified by this AD are intended to prevent No. 4 and 5 duplex bearing failure, which can result in a Stage 4 low pressure turbine (LPT) rotor failure, an uncontained engine failure, and damage to the aircraft.

**DATES:** Effective August 18, 1997.

The incorporation by reference of certain publications listed in the regulations was approved by the Director of the Federal Register as of April 16, 1997.

Comments for inclusion in the Rules Docket must be received on or before September 30, 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. 96-ANE-36, 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:** Raymond 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:** On July 17, 1987, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 87-06-52 R1, Amendment 39-5688 (52 FR 31979, August 25, 1987), applicable to AlliedSignal Inc. (formerly Avco Lycoming Textron) ALF502R series turbofan engines, to require initial and

repetitive inspections of the oil system chip detectors and oil filter bypass valve, and optional installation of an improved oil filter bypass valve, to ensure the integrity of the reduction gear system and overspeed protection system. The optional installation of the improved oil filter bypass valve provides terminating action for the repetitive oil filter bypass valve spring compression test also required by AD 87-06-52 R1. That action was prompted by reports of power turbine (PT) overspeed and uncontained PT blade failure resulting from reduction gear system decouple and inaccurate PT overspeed signal generation. That condition, if not corrected, could result in No. 4 and 5 duplex bearing failure, which can result in a Stage 4 low pressure turbine (LPT) rotor failure, an uncontained engine failure, and damage to the aircraft.

Since the issuance of AD 87-06-52 R1, the FAA has received reports of four additional failures of the Stage 4 low pressure turbine (LPT) rotor on AlliedSignal Inc. ALF502 series turbofan engines. The LPT failures were caused by failure of the No. 4 and 5 duplex bearing, causing bearing seizure and LPT shaft separation between the two bearings forward of the Stage 4 LPT rotor. In one incident the Stage 4 LPT shaft separation caused an uncontained rotor failure.

On March 27, 1997, the FAA issued AD 97-05-11, Amendment 39-9955 (62 FR 15378, April 1, 1997), to supersede AD 87-06-52 R1 to require more stringent oil system inspection requirements, including inspection of the full flow chip detector, oil filter impending bypass button, oil acid number, oil color, and oil quantity.

Since the issuance of AD 97-05-11, the FAA has determined that the initial inspection threshold for the oil maintenance requirements were inadvertently omitted. This amendment adds the initial inspection threshold for the oil maintenance requirements and corrects the service bulletin numbers referenced in the AD.

The FAA has reviewed and approved the technical contents of AlliedSignal Inc. Service Bulletins (SBs): No. ALF502L 79-0171, Revision 1, dated November 27, 1996; No. LF507-1F 79-5, Revision 1, dated November 27, 1996; No. LF507-1H 79-5, Revision 1, dated November 27, 1996; and No. ALF502R 79-9, Revision 1, dated November 27, 1996. These SBs describe procedures for oil system inspection. In addition, FAA has reviewed and approved the technical content of Textron Lycoming SB No. ALF 502R-79-0162, Revision 2, dated September 8, 1987, to ensure that

portions of the accomplishment instructions paragraph of this SB continues to provide the terminating action for the oil filter bypass valve compression spring test. Also, the FAA has reviewed and approved the technical contents of Avco Lycoming Textron SB No. ALF 502R-72-0160, Revision 2, dated May 26, 1987, and Revision 1, dated March 23, 1987, that describe procedures for chip detector inspections. Finally, the FAA has reviewed and approved the technical contents of Avco Lycoming Textron SB No. ALF 502R-79-0162, Revision 1, dated May 26, 1987, and Original, dated March 23, 1987, that describe procedures of inspection of the oil filter bypass valve.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of this same type design, this AD revises AD 97-05-11 to add the initial inspection threshold for the oil maintenance requirements which was inadvertently omitted from AD 97-05-11, Amendment 39-9955, paragraphs (b) through (e), and corrects the editorial errors in paragraph (a)(1) and (c). Paragraphs (b) through (f) are rearranged as a result of these corrections. The actions are required to be accomplished in accordance with the SBs 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 96-ANE-36." 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 removing Amendment 39-9955 (62 FR 15378, April 1, 1997) and by adding a new airworthiness directive, Amendment 39-10091, to read as follows:

**97-05-11 R1 AlliedSignal Inc.:** Amendment 39-10091. Docket 96-ANE-36. Revises AD 97-05-11, Amendment 39-9955.

**Applicability:** AlliedSignal Inc. and Textron Lycoming Model ALF502 and LF507 series turbobfan engines, installed on but not limited to British Aerospace BAe146-100A, BAe146-200A, BAe146-300A, AVRO 146-RJ70A, AVRO 146-RJ85A, AVRO 146-RJ100A, and Canadair Model CL-600-1A11 series aircraft.

**Note 1:** 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 (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 No. 4 and 5 duplex bearing failure, which can result in a Stage 4 low pressure turbine (LPT) rotor failure, an uncontained engine failure, and damage to the aircraft, accomplish the following:

(a) For ALF502R series engines equipped with oil filter bypass valve, part number (P/N) 2-303-432-01, accomplish the following:

(1) Inspect the engine oil filter bypass valve for leakage within the next 25 engine hours or 25 flights in service, whichever occurs first, from the effective date of this AD, in accordance with Avco Lycoming Textron Service Bulletin (SB) No. ALF 502R-79-0162, Original, dated March 23, 1987, or Revision 1, dated May 26, 1987. Prior to further flight, remove from service oil filters exhibiting any leakage and replace with serviceable parts.

(2) Thereafter, inspect the oil filter bypass valve for any leakage in accordance with Avco Lycoming Textron SB No. ALF 502R-79-0162, Original, dated March 23, 1987, or Revision 1, dated May 26, 1987, at intervals not to exceed 50 engine hours or 50 flights in service since last inspection, whichever occurs first, and at the same time accomplish the following:

(i) Visually inspect the following engine chip detectors for metal contamination:

(A) For engines with a full flow chip detector installed, inspect the full flow chip detector.

(B) For engines without a full flow chip detector installed, inspect the chip detectors located in the accessory gearbox, Number 2 bearing scavenge line, and Number 4/5 bearing scavenge line.

(ii) For engines with engine chip detectors exhibiting Condition 3, or Condition 2, or Condition 1 where the oil filter bypass indicator is extended, prior to further flight, remove oil filter bypass valves exhibiting any leakage and replace with a serviceable part.

**Note 2:** Chip detector conditions are described in Avco Lycoming Textron SB No. ALF502R-72-0160, Revision 1, dated March 23, 1987, Figures 1, 2 and 3.

(3) At the next engine shop visit, or within 2,500 engine hours after the effective date of this AD, whichever occurs first, conduct the oil filter bypass valve spring compression force check, in accordance with Avco Lycoming Textron SB No. ALF 502R-79-0162, Original, dated March 23, 1987. Oil filter bypass valves which do not comply with the spring compression force limits contained in Avco Lycoming Textron SB No. ALF 502R-79-0162, Original, dated March 23, 1987, must be removed and replaced with oil filter bypass valve, P/N 2-303-432-02. Replacement of oil filter bypass valve, P/N 2-303-432-01, with the improved oil filter bypass valve, P/N 2-303-432-02, constitutes terminating action for the inspection requirements of paragraphs (a)(1) and (a)(2) of this AD.

(4) For the purpose of this AD, an engine shop visit is defined as engine maintenance that entails any of the following:

(i) Separation of a major engine flange (lettered or numbered) other than flanges mating with major sections of the nacelle reverser. Separation of flanges purely for purposes of shipment, without subsequent internal maintenance, is not a "shop visit."

(ii) Removal of a disk, hub, or spool.

(iii) Removal of the fuel nozzles.

(b) For ALF502R, ALF502L, LF507-1F, and LF507-1H series engines, equipped with the No. 4 and 5 duplex bearing assembly numbers 2-141-930-01, 2-141-930-02, or 2-141-930-03, perform the repetitive oil system maintenance and inspections in accordance with the intervals and procedures described in the Accomplishment Instructions paragraphs of the applicable AlliedSignal Inc. SBs referenced in paragraphs (b)(1), (b)(2), (b)(3), and (b)(4) of this AD, within the next 25 engine hours or 25 flights in service, whichever occurs first, from the effective date of this AD.

(1) For ALF502R series engines, in accordance with AlliedSignal Inc. SB No. ALF502R 79-9, Revision 1, dated November 27, 1996.

(2) For ALF502L series engines, in accordance with AlliedSignal Inc. SB No. ALF502L 79-0171, Revision 1, dated November 27, 1996.

(3) For LF507-1F series engines, in accordance with AlliedSignal Inc. SB No. LF507-1F-79-5, Revision 1, dated November 27, 1996.

(4) For LF507-1H series engines, in accordance with AlliedSignal SB No. LF507-1H-79-5, Revision 1, dated November 27, 1996.

(c) An alternative method of compliance or adjustment of the initial 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 AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

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

(e) The actions required by this AD shall be done in accordance with the accomplishment instructions paragraphs of the following documents:

Document No.	Pages	Revision	Date
Avco Lycoming Textron SB No. ALF 502R-72-0160 Total Pages: 7.	1-7	2	May 26, 1987.
Avco Lycoming Textron SB No. ALF 502R-72-0160 Total Pages: 7.	1-7	1	March 23, 1987.
Avco Lycoming Textron SB No. ALF 502R-79-0162 Total Pages: 5.	1-5	2	September 8, 1987.
Avco Lycoming Textron SB No. ALF 502R-79-0162 Total Pages: 4.	1-4	1	May 26, 1987.
Avco Lycoming Textron SB No. ALF 502R-79-0162 Total Pages: 6.	1-6	Original	March 23, 1987.
AlliedSignal Inc. SB No. ALF502R 79-9	1 2 3-7 8 9-12 13,14	1 Original 1 Original 1 Original	November 27, 1996. June 29, 1995. November 27, 1996. June 29, 1995. November 27, 1996. June 29, 1995.
Total Pages: 14. AlliedSignal Inc. SB No. LF507-1F 79-5	1 2 3-7 8 9-12 13,14	1 Original 1 Original 1 Original	November 27, 1996. June 29, 1995. November 27, 1996. June 29, 1995. November 27, 1996. June 29, 1995.
Total Pages: 14. AlliedSignal Inc. SB No. LF507-1H 79-5	1 2 3-7 8 9-12 13,14	1 Original 1 Original 1 Original	November 27, 1996. June 29, 1995. November 27, 1996. June 29, 1995. November 27, 1996. June 29, 1995.
Total Pages: 14. AlliedSignal Inc. SB ALF502L 79-0171	1 2 3-7 8 9-12 13,14	1 Original 1 Original 1 Original	November 27, 1996. November 3, 1995. November 27, 1996. November 3, 1995. November 27, 1996. November 3, 1995.

Total Pages: 14  
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.

(f) This amendment becomes effective on August 18, 1997.

Issued in Burlington, Massachusetts, on July 23, 1997.  
**Jay J. Pardee,**  
*Manager, Engine and Propeller Directorate, Aircraft Certification Service.*  
[FR Doc. 97-20192 Filed 7-31-97; 8:45 am]  
BILLING CODE 4910-13-U

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 94-ASW-8]

RIN 2120-AA66

**Alteration of Jet Route**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This rule extends Jet Route 231 (J-231) from the St. Johns, AZ, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) west to the Twentynine Palms, CA, VORTAC. This action enhances air safety, simplifies routings, and reduces controller workload.

**DATE:** Effective 0901 UTC, November 6, 1997.

**FOR FURTHER INFORMATION CONTACT:** Steve Brown, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.