

later, perform an eddy current rotating probe inspection to detect fatigue cracking in the fastener holes of the outer frame flanges of left and right fuselage frames 37 through 41, adjacent to Stringer 23, in accordance with Airbus Service Bulletin A320-53-1026, dated August 5, 1994.

Note 2: Prior to the effective date of this AD, accomplishment of any modification in accordance with Airbus Service Bulletin A320-53-1025, dated August 5, 1994, is considered acceptable for compliance with the modification requirements of paragraphs (b), (c)(1)(i), (c)(2) and (d) of this AD.

(b) If the inspection required by paragraph (a) of this AD detects no cracking in any hole: Prior to the accumulation of 6,000 landings after this inspection, modify each hole in accordance with Paragraph 2.B.(5) of Airbus Service Bulletin A320-53-1025, Revision 1, dated November 24, 1994. Thereafter, no further action is required by this AD.

(c) If the inspection required by paragraph (a) of this AD detects any cracking in no more than one hole per frame cap, accomplish the requirements of paragraph (c) (1) and (c)(2) of this AD:

(1) Prior to further flight, repair this cracked hole and conduct another rotating probe inspection of this hole to detect cracking, in accordance with Paragraph 2.B.(6) of Airbus Service Bulletin A320-53-1025, Revision 1, dated November 24, 1994.

(i) If no cracking of this repaired hole is detected: Prior to further flight, modify this hole in accordance with Paragraph 2.B.(6)(c) of this service bulletin. Thereafter, no further action with regard to this hole is required by this AD.

(ii) If any cracking of this repaired hole is detected: Prior to further flight, repair this hole in a manner approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Thereafter, no further action with regard to this hole is required by this AD.

(2) Prior to the accumulation of 6,000 landings after the inspection required by paragraph (a) of this AD; modify all other holes in accordance with Paragraph 2.B.(5) of Airbus Service Bulletin A320-53-1025, Revision 1, dated November 24, 1994. Thereafter, no further action is required by this AD with respect to these holes.

(d) If the inspection required by paragraph (a) of this AD detects any cracking in more than one hole per frame cap, or if this inspection detects any cracking in any frame: Prior to further flight, repair the discrepant area in a manner approved by the Manager, Standardization Branch, ANM-113; and modify all other holes in accordance with Paragraph 2.B.(5) of Airbus Service Bulletin A320-53-1025, Revision 1, dated November 24, 1994. Thereafter, no further action is required by this AD.

(e) 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. 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.

(f) 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 February 12, 1997.

Darrell M. Pederson,

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

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#### 14 CFR Part 39

[Docket No. 95-NM-222-AD]

RIN 2120-AA64

#### Airworthiness Directives; Boeing Model 727 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Proposed rule; withdrawal.

**SUMMARY:** This action withdraws a notice of proposed rulemaking that proposed a new airworthiness directive (AD), applicable to all Boeing Model 727 series airplanes. That action would have required inspections to detect loose attach fitting bolts of the door actuator of the main landing gear (MLG), inspections to determine whether serrations are fully mated, and various follow-on corrective actions. It also would have provided operators the option of terminating all of the requirements of the AD either by replacing the aluminum rib fitting with a new steel rib fitting, or by modifying the rib fitting assembly and performing various follow-on actions. The requirements of that proposed AD were intended to prevent an airplane from landing with one MLG partially extended. Since the issuance of the NPRM, the Federal Aviation Administration (FAA) has issued separate rulemaking to require these same actions. Accordingly, the proposed rule is withdrawn.

**FOR FURTHER INFORMATION CONTACT:** Walter Sippel, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227-2774; fax (206) 227-1181.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add a new airworthiness directive (AD),

applicable to all Boeing Model 727 series airplanes, was published in the Federal Register as a Notice of Proposed Rulemaking (NPRM) on April 1, 1996 (61 FR 14269). The NPRM would have revised AD 93-01-14, amendment 39-8468 (58 FR 5574, January 22, 1993). It would have continued to require the actions that were originally mandated by AD 93-01-14, including: inspections to detect loose attach fitting bolts of the door actuator of the main landing gear (MLG), inspections to determine whether serrations are fully mated, and various follow-on corrective actions. The NPRM would have added the option of terminating all of the requirements of the AD either by replacing the aluminum rib fitting with a new steel rib fitting, or by modifying the rib fitting assembly and performing various follow-on actions.

That action was originally prompted by reports of loose attach fitting bolts of the door actuator of the MLG. The requirements of the proposed AD were intended to prevent an airplane from landing with one MLG partially extended.

Actions that Occurred Since the NPRM Was Issued

Since the issuance of that NPRM, the FAA has issued AD 97-02-09, amendment 39-9894 (62 FR 3988, January 28, 1997), which supersedes both AD 93-01-14 as well as AD 90-02-19 [amendment 39-6433 (55 FR 601, January 8, 1990)]. It requires:

1. Repetitive eddy current or dye penetrant inspections to detect cracking of an expanded area of the actuator rib fitting.
2. Inspections to detect loose attach fitting bolts of the door actuator.
3. Inspections to determine whether fitting serrations are fully mated.
4. And various follow-on corrective actions.

It also provides an optional terminating action for the inspections, which consists of replacing the aluminum rib fitting with a new steel rib fitting.

That AD was prompted by a report of a fractured rib fitting that had been reworked previously in accordance with one of the existing AD's. The actions specified by AD 97-02-09 are intended to prevent damage to the airplane caused by a failure of the landing gear to extend due to a fractured rib fitting.

#### FAA's Conclusions

Because AD 97-02-09 now incorporates, as part of its required actions, the same actions that were proposed in Docket 95-NM-222-AD, the FAA finds that the previously proposed

action is no longer necessary. Accordingly, the NPRM is hereby withdrawn.

Withdrawal of this NPRM constitutes only such action, and does not preclude the agency from issuing another notice in the future, nor does it commit the agency to any course of action in the future.

#### Regulatory Impact

Since this action only withdraws a notice of proposed rulemaking, it is neither a proposed nor a final rule and therefore, is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

#### The Withdrawal

Accordingly, the notice of proposed rulemaking, Docket 95-NM-222-AD, published in the Federal Register on April 1, 1996 (61 FR 14269), is withdrawn.

Issued in Renton, Washington, on February 12, 1997.

Darrell M. Pederson,

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

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#### 14 CFR Part 39

[Docket No. 96-ANE-24]

RIN 2120-AA64

#### Airworthiness Directives; AlliedSignal Inc. and Rajay Inc. Oil Scavenge Pumps

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to AlliedSignal Inc. oil scavenge pumps, Part Numbers (P/Ns) 101633-01 and -02 and Rajay Inc. oil scavenge pumps, P/Ns 1025-1 and -2. This proposal would require initial and repetitive inspections of the oil scavenge pump for the security of the snap ring installation, snap ring and washer wear, and shaft groove wear, and replacement, if necessary, with serviceable parts. This proposal is prompted by reports of severe wear on the end plate of the oil scavenge pump. The actions specified

by the proposed AD are intended to prevent oil scavenge pump snap ring failure causing severe wear on the pump end plate, which could result in loss of engine oil and subsequent engine shutdown.

**DATES:** Comments must be received by April 21, 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-24, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be sent via the Internet using the following address: "9-ad-engineprop@dot.faa.gov". Comments sent via the Internet must contain the docket number in the subject line. Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Richard Simonson, Aerospace Engineer, Seattle Aircraft Certification Office, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW, Renton, WA 98055-4056; telephone (206) 227-2597, fax (206) 227-1181.

#### 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 should 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 96-ANE-24." 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, New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-ANE-24, 12 New England Executive Park, Burlington, MA 01803-5299.

#### Discussion

The Federal Aviation Administration (FAA) has received reports of severe wear on the pump end plate of AlliedSignal Inc. oil scavenge pumps, Part Numbers (P/Ns) 101633-01 and -02 and Rajay Inc. oil scavenge pumps, P/Ns 1025-1 and -2. The investigation revealed that the pump end plate failure was caused by failure of the snap ring that locates the pump rotor along the longitudinal axis of the pump. Further investigation revealed an incident where the pump end plate was worn completely through, resulting in loss of engine oil and subsequent engine shutdown. This condition, if not corrected, could result in oil scavenge pump snap ring failure causing severe wear on the pump end plate, which could result in loss of engine oil and subsequent engine shutdown.

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 require initial and repetitive inspections of the oil scavenge pump for security of the snap ring installation, snap ring and washer wear, and shaft groove wear, and replacement, if necessary, with serviceable parts. The FAA has determined that changes in pump design may warrant future rulemaking.

The FAA estimates that 3,000 pumps installed on aircraft of U.S. registry would be affected by this proposed AD. The FAA estimates that it would take approximately 4 work hours per oil scavenge pump to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts, if the scavenge pump requires replacement, would cost approximately \$1,000 per oil scavenge pump. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$3,720,000.

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