

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 uncommanded activation of the rudder trim, which, if not corrected, could lead to uncommanded yaw/roll excursions and consequent reduced controllability of the airplane, accomplish the following:

(a) Within 90 days after the effective date of this AD, replace the rudder trim switch, control knob, and associated wires with new components and wiring in accordance with the applicable Airbus Industrie service bulletin specified in paragraph (a)(1) or (a)(2) of this AD.

(1) For Model A300-600 series airplanes: Airbus Service Bulletins A300-27-6022, Revision 2, dated August 28, 1995; and A300-27-6027, Revision 2, dated August 22, 1995, or Revision 3, dated March 13, 1996.

(2) For Model A310 series airplanes: Airbus Service Bulletins A310-27-2058, Revision 2, dated August 28, 1995; and A310-27-2071, Revision 2, dated August 22, 1995, or Revision 3, dated March 13, 1996.

Note 2: Modifications accomplished prior to the effective date of this AD in accordance with Airbus Service Bulletin A300-27-6027, Revision 2, dated August 22, 1995 (for Model A300-600 series airplanes), or A310-27-2071, Revision 2, dated August 22, 1995 (for Model A310 series airplanes), are considered acceptable for compliance with the applicable action specified in this AD.

(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, Standardization Branch, ANM-113, FAA, Transport 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, 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.

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

Issued in Renton, Washington, on March 25, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 97-8126 Filed 3-31-97; 8:45 am]
BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-NM-171-AD]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 747-400, -400D, and -400F Series Airplanes

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 certain Boeing Model 747-400, -400D, and -400F series airplanes. This proposal would require modification of the P212 and P213 panels of the cabin pressure control system. This proposal is prompted by a report of in-flight loss of cabin pressurization control due to a single failure of the auxiliary power unit (APU) battery. The actions specified by the proposed AD are intended to prevent loss of control of the cabin pressurization system, which could result in rapid depressurization of the airplane. Such rapid depressurization could result in deleterious physiological effects on the passengers and crew; and airplane diversions, which represent an increased risk to the airplane, passengers, and crew.

DATES: Comments must be received by May 9, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-171-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Clayton R. Morris, Jr., Aerospace Engineer, Systems and Equipment

Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227-2794; 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 shall 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-NM-171-AD." 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, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-171-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The FAA received a report indicating that power from the 28-volt direct current (DC) hot battery bus of the auxiliary power unit (APU) was lost during flight on a Model 747-400 series airplane. Loss of power from the hot battery bus resulted in loss of a discrete signal to both interface control units (ICU's). Loss of the discrete signal indicated that "manual" control mode was selected, but the cabin pressure control system was still in "automatic" control mode. The ICU's went into standby mode and transmitted this status to both cabin pressure controllers (CPC's). The CPC's then went into

standby mode and ceased trying to control the outflow valves.

Loss of power from the hot battery bus also prevented the flight crew from driving the outflow valves in the "manual" control mode. When the ICU's went into standby mode, power to the outflow valve brakes was severed; this caused the brakes to engage. With the brakes engaged, the outflow valves were locked in the last commanded position. The flight crew reported receiving several engine indication and crew alerting system (EICAS) messages, and followed procedures to select the cabin pressurization control system to "manual" control mode.

The airplane continued to cruise at an altitude of 35,000 feet without cabin pressurization problems. The cabin pressure differential at 35,000 feet was about 8.6 pounds per square inch differential (psid). (Cabin pressure differential is the difference between the airplane cabin pressure and the ambient pressure; 8.6 psid is considered to be normal at an altitude of 35,000 feet.)

Later during the flight, the flight crew initiated a step climb to 39,000 feet. The combination of both outflow valves being locked in the last commanded position and the decrease in ambient pressure [about 0.6 pounds per square inch (psi)] due to the step climb caused the cabin pressure differential to increase to just over 9.1 psid. Both positive pressure relief valves opened due to the higher cabin pressure differential. With the air conditioning packs operating in "Hi Flow" mode and the positive pressure relief valves open, air conditioning pack number 2 automatically was commanded "OFF." The flight crew also selected one of the two remaining air conditioning packs "OFF." The loss of two-thirds of the cabin air inflow plus both outflow valves locking in the last commanded position caused the cabin pressure altitude to climb rapidly. At some point within two minutes after initiation of the step climb, the flight crew should have received a cabin pressure altitude warning at 10,000 feet and initiated an emergency descent. Analysis indicates that the cabin pressure altitude may have reached as high as 16,000 feet. The flight crew leveled off at 14,000 feet and diverted the airplane.

The flight crew landed the airplane about 50 minutes later with one air conditioning pack still operating, which caused the airplane to repressurize above the maximum pressure differential allowed to open the passenger doors. The flight crew turned off the last air conditioning pack about five minutes after landing (at a cabin pressure differential of about 0.7 psid).

The airplane depressurized within one minute; the crew then was able to open the passenger doors.

Unsafe Conditions

Because the flight crew could not control the cabin pressurization system during flight, rapid depressurization of the airplane occurred. Such rapid depressurization increases the potential for deleterious physiological effects on the passengers and crew. In addition, the inability to control cabin pressurization can result in airplane diversions, which represent an increased risk to the airplane, passengers, and crew due to the unplanned nature of the event and the potential for overweight landings.

Additionally, when the cabin pressure differential exceeded the maximum pressure differential allowed to open the passenger doors after landing, the only means available to reduce the cabin pressure differential to a level low enough to allow the doors to be opened was through the airplane's inherent leakage. If an emergency condition existed upon landing (e.g., cabin fire, airplane fire, ditching, etc.) that required the passengers and crew to immediately exit the airplane, the crew would not have been able to open the passenger doors.

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Alert Service Bulletin 747-21A2381, dated June 27, 1996, which describes procedures for modification of the P212 and P213 panels of the cabin pressure control system. Accomplishment of the modification entails the following:

- For certain airplane groups: changing the wiring in the P212 and P213 panels; replacing the existing two-pole relays with new four-pole relays; and performing a test of both panels.
- For one airplane group, accomplishment of the modification involves changing the wiring in the P212 panel; replacing the existing two-pole relays with new four-pole relays; replacing the existing P213 panel with a new P213 panel; and performing a test of both panels.

Accomplishment of the modification will provide power to the ICU and continuous auto control of cabin pressurization when the APU hot battery bus is lost.

Explanation of Requirements of Proposed Rule

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 modification of the P212 and P213 panels of the cabin pressure control system. The actions would be required to be accomplished in accordance with the alert service bulletin described previously.

Cost Impact

There are approximately 351 Boeing Model 747-400, -400D, and -400F series airplanes of the affected design in the worldwide fleet. The FAA estimates that 43 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 8 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$389 per airplane. Based on these figures, the cost impact of the proposed AD on U.S. operators is estimated to be \$37,367, or \$869 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

Boeing: Docket 96–NM–171–AD.

Applicability: Model 747–400, –400D, and –400F series airplanes; as identified in Boeing Alert Service Bulletin 747–21A2381, dated June 27, 1996, 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 loss of control of the cabin pressurization system, which could result in rapid depressurization of the airplane and consequent deleterious physiological effects on the passengers and crew; and airplane diversions, which represent an increased risk to the airplane, passengers, and crew; accomplish the following:

(a) Within 180 days after the effective date of this AD, modify the P212 and P213 panels of the cabin pressure control system as specified in paragraph (a)(1) or (a)(2) of this AD, as applicable, in accordance with Boeing Alert Service Bulletin 747–21A2381, dated June 27, 1996.

(1) For Groups 1 through 7 airplanes, as identified in the alert service bulletin: Change the wiring in the P212 and P213 panels; replace the existing two-pole relays with new four-pole relays; and perform a test of both panels.

(2) For Group 8 airplanes, as identified in the alert service bulletin: Change the wiring in the P212 panel; replace the existing two-pole relays with new four-pole relays; replace the existing P213 panel with a new P213 panel; and perform a test of both panels.

(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, Seattle Aircraft Certification Office (ACO), FAA, Transport 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, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

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

Issued in Renton, Washington, on March 25, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97–8129 Filed 3–31–97; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 97–NM–25–AD]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 767 Series Airplanes

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 certain Boeing Model 767 series airplanes. This proposal would require a one-time inspection of the main landing gear (MLG) retaining bolt to ensure that it is installed correctly, and adjustments or repairs, if necessary. This proposal is prompted by a report indicating that a disconnected retaining bolt was found in the MLG forward trunnion joint of a Model 767 series airplane. The actions specified by the proposed AD are intended to prevent aft-acting trunnion loads from being transferred to the MLG beam, and consequent fracture and collapse of the MLG; this condition could result in the loss of control of the airplane on the ground.

DATES: Comments must be received by May 9, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 97–NM–25–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207.

This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: James G. Rehr, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227–2783; 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 shall 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 97–NM–25–AD." 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, Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 97–NM–25–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.