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Issued in Renton, Washington, on April 16, 1997.

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-NM-146-AD; Amendment 39-9953; AD 97-05-09]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 737 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects a typographical error that appeared in airworthiness directive (AD) 97-05-09 that was published in the **Federal Register** on March 5, 1997 (62 FR 9925). The typographical error resulted in the omission of a serial number of a power control unit (PCU) from NOTE 2 of the AD. This AD is applicable to certain Boeing Model 737 series airplanes and requires replacement of the flow restrictors of the aileron and elevator PCU's with new flow restrictors.

DATES: Effective April 9, 1997.

The incorporation by reference of certain publications listed in the regulations was previously approved by the Director of the Federal Register as of April 9, 1997 (62 FR 9925, March 5, 1997).

FOR FURTHER INFORMATION CONTACT: Don Kurle, Senior Engineer, Systems and Equipment Branch, ANM-130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2798; fax (206) 227-1181.

SUPPLEMENTARY INFORMATION:

Airworthiness Directive (AD) 97-05-09, amendment 39-9953, applicable to certain Boeing Model 737 series airplanes, was published in the **Federal Register** on March 5, 1997 (62 FR 9925). That AD requires replacement of the flow restrictors of the aileron and elevator power control units (PCU) with new flow restrictors.

As published, that AD contained a typographical error in NOTE 2, which identifies PCU serial numbers that correspond to part number 65-44761-

21. The FAA inadvertently omitted serial number "8549A" from NOTE 2 of the final rule. [This serial number was included in NOTE 2 of the notice of proposed rulemaking (NPRM).]

Since no other part of the regulatory information has been changed, the final rule is not being republished.

The effective date of the AD remains April 9, 1997.

§ 39.13 [Corrected]

On page 9928, in the first column, NOTE 2 of AD 97-05-09 is corrected to read as follows:

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Note 2: PCU's having P/N 65-45180-29 consist of a PCU assembly having P/N 65-44761-21 plus associated hydraulic fittings. Both PCU P/N's 65-45180-29 and 65-44761-21 are serialized. PCU's subject to the requirements of this AD may be more easily identified using serial numbers for P/N 65-44761-21. The following serial numbers correspond to P/N 65-44761-21:

8549A,
8550A,
8552A,
8556A,
8557A,
8561A,
8563A through 8718A inclusive,
8720A through 8726A inclusive,
8728A through 8745A inclusive,
8749A,
8750A through 8758A inclusive,
8760A through 8873A inclusive,
8876A through 9004A inclusive,
9007A through 9012A inclusive,
9014A through 9040A inclusive,
9042A through 9066A inclusive,
9068A through 9340A inclusive,
9342A through 9388A inclusive,
9390A through 9529A inclusive,
9531A through 9676A inclusive, and
9678A through 9688A inclusive.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-ANE-44; Amendment 39-9989; AD 97-08-01]

RIN 2120-AA64

Airworthiness Directives; CFM International CFM56-3, -3B, and -3C Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to CFM International CFM56-3, -3B, -3C series turbofan engines, that requires a reduction of the low cycle fatigue (LCF) retirement lives for certain fan disks. This amendment is prompted by the results of a refined life analysis performed by the manufacturer which revealed minimum calculated LCF lives significantly lower than published LCF retirement lives. The actions specified by this AD are intended to prevent a LCF failure of the fan disk, which could result in an uncontained engine failure and damage to the aircraft.

DATES: Effective June 23, 1997.

FOR FURTHER INFORMATION CONTACT:

Glorianne Messmer, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7132; fax (617) 238-7199.

SUPPLEMENTARY INFORMATION:

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to CFM International (CFMI) CFM56-3C series turbofan engines was published in the **Federal Register** on October 10, 1995 (60 FR 52636). That action proposed to require a reduction of the low cycle fatigue (LCF) retirement lives for certain fan disks.

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

Two commenters state that the proposed rule should be revised to address the LCF retirement lives for engines that may have operated at several thrust ratings, including the CFM56-3 and -3B engine models, since the retirement lives are dependent on the thrust rating. The FAA concurs. The FAA has revised the Applicability paragraph and paragraphs (a), (b), and (c) of this final rule accordingly.

Two commenters support the rule as proposed.

In addition, the FAA has added the specific fan disk part numbers to the Applicability paragraph of this AD in order to more accurately define the population of engines to which this AD applies.

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 with the changes