

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.

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 adding the following new airworthiness directive:

97-18-08 British Aerospace Regional Aircraft [Formerly Jetstream Aircraft Limited, British Aerospace (Commercial Aircraft) Limited]: Amendment 39-10118. Docket 97-NM-181-AD.

Applicability: Jetstream Model 4101 airplanes, constructor numbers 41004 through 41100 inclusive, certificated 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) 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 reduced structural integrity and potential collapse of the main landing gear

(MLG) due to loose spherical bearings of the drag brace, accomplish the following:

(a) For all airplanes: Within 30 days after the effective date of this AD, perform a visual inspection to detect wear damage of the drag brace of the left- and right-hand MLG, in accordance with Jetstream Alert Service Bulletin J41-A32-061, dated July 11, 1997.

(1) For airplanes on which no wear damage has been detected and that have accumulated 8,000 or more total landings as of the effective date of this AD or on which APPH Service Bulletin AIR84352-32-05 has been accomplished: Prior to further flight, perform an inspection to detect movement of the spherical bearing of the drag brace and measure the area between the lower link and the strut, in accordance with the Jetstream alert service bulletin.

(i) If no movement of the spherical bearing is detected and the measurement of the area between the lower link and the strut is within the limits specified by the service bulletin, no further action is required by this AD.

Note 2: For the purposes of this AD, "flight day" is defined as any day on which the airplane is flown.

(ii) If any movement is detected or the measurement of the area between the lower link and the strut is beyond the limits specified by the service bulletin, repeat the inspections required by paragraph (a) of this AD prior to the first flight of the day for the next 100 flight days of the airplane.

(2) For all other airplanes on which no wear damage has been detected: Prior to further flight, perform an inspection to detect movement of the spherical bearing of the drag brace and measure the area between the lower link and the strut, in accordance with the service bulletin.

(i) If no movement of the spherical bearing is detected, and the measurement of the area between the lower link and the strut is within the limits specified by the service bulletin, repeat the inspections required by paragraph (a) of this AD at the time specified in paragraph (a)(2)(i)(A) or (a)(2)(i)(B) of this AD, as applicable.

(A) For drag braces that have accumulated less than 501 total landings: Repeat the inspections at intervals not to exceed 100 flights until the drag brace has accumulated 500 total landings.

(B) For drag braces that have accumulated more than 500 total landings, but less than 8,000 total landings: Repeat the inspections at intervals not to exceed 1,000 flights.

(ii) If any movement is detected or the measurement of the area between the lower link and the strut is beyond the limits specified by the service bulletin, repeat the inspections required by paragraph (a) of this AD prior to the first flight of the day for the next 100 flight days of the airplane.

(b) For all airplanes: If any wear damage of the drag brace is detected during any inspections required by this AD, prior to further flight, remove the wear damaged part(s) and replace with a new or serviceable part, in accordance with Jetstream Alert Service Bulletin J41-A32-061, dated July 11, 1997. Within 30 days after the replacement of a wear damaged part with a new or serviceable part, perform the requirements of paragraph (a) of this AD.

(c) Accomplishment of APPH Service Bulletin AIR84352-32-05, dated June 1997, constitutes terminating action for the repetitive inspection requirements of paragraph (a)(2) of this AD.

(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, 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.

(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 Jetstream Alert Service Bulletin J41-A32-061, dated July 11, 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 AI(R) American Support, Inc., 13850 McLearn Road, Herndon, Virginia 20171. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on September 17, 1997.

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

Gary L. Killion,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-23065 Filed 8-29-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-130-AD; Amendment 39-10115; AD 97-18-05]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 757 Series Airplanes Equipped With Pratt & Whitney 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 Model 757

series airplanes, that currently requires repetitive inspections to detect cracking in the midspar fuse pins; replacement with new or refinished fuse pins, if necessary; and repetitive inspections of newly installed fuse pins. This AD requires earlier initial inspections and replacements; more frequent repetitive inspections of certain fuse pins; and replacement with new fuse pins, if necessary. This amendment is prompted by reports of fatigue cracking of the midspar fuse pins and by fatigue test data indicating that current inspection thresholds and intervals for repetitive inspections are inadequate to detect fatigue cracking in a timely manner. The actions specified in this AD are intended to detect and correct such fatigue cracking, which could lead to separation of the strut and engine from the wing of the airplane.

DATES: Effective September 17, 1997.

The incorporation by reference of Boeing Alert Service Bulletin 757-54A0019, Revision 6, dated July 18, 1997, as listed in the regulations, is approved by the Director of the Federal Register as of September 17, 1997.

The incorporation by reference of Boeing Service Bulletin 757-54A0019, Revision 5, dated March 17, 1994, as listed in the regulations, was approved previously by the Director of the Federal Register as of April 10, 1996 (61 FR 9599, March 11, 1996).

Comments for inclusion in the Rules Docket must be received on or before November 3, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 97-NM-130-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The service information referenced in this AD 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; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Todd Martin, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (425) 227-2781; fax (425) 227-1181.

SUPPLEMENTARY INFORMATION: On March 1, 1996, the FAA issued AD 96-05-07, amendment 39-9533 (61 FR 9599, March 11, 1996), applicable to certain

Boeing Model 757 series airplanes. That AD requires repetitive inspections to detect cracking in the midspar fuse pins, regardless of whether they are straight, bulkhead, or 15-5PH fuse pins, and replacement of discrepant pins with new straight fuse pins, refinished straight fuse pins, or new corrosion-resistant steel (15-5PH) fuse pins, depending on the type of cracked pin. The actions required by that AD are intended to prevent cracking of the midspar fuse pins, which may lead to separation of the strut and engine from the wing of the airplane.

Actions Since Issuance of Previous Rule

Since the issuance of AD 96-05-07, the FAA has received two reports indicating the detection of damaged straight fuse pins (one broken pin and one cracked pin) on Model 757 series airplanes equipped with Pratt & Whitney engines. In these instances, damage to the fuse pins was detected before reaching the threshold specified in AD 96-05-07 for conducting an initial inspection of the fuse pins. In addition, since the issuance of that AD, the FAA was informed by Boeing that refinished straight fuse pins have a shorter fatigue life than new straight fuse pins.

Based on data from fatigue testing by the manufacturer and reports of early cracking, the FAA finds that the current inspection thresholds and intervals for repetitive inspections are inadequate to detect cracking in a timely manner. Consequently, it is necessary to lower the threshold for the initial inspection and conduct repetitive inspections of these fuse pins more frequently than currently required by AD 96-05-07. In addition, the FAA has determined that the action specified in paragraph (b)(2)(i) of AD 96-05-07, which requires the replacement of cracked refinished straight fuse pins with crack-free refinished straight fuse pins, is no longer acceptable. The FAA concludes that, because of the safety implications and consequences associated with the fatigue cracking of fuse pins, the replacement of refinished straight fuse pins must be made with either new straight fuse pins or new 15-5PH fuse pins. However, the FAA has determined that the existing refinished straight fuse pins, which are already installed on Boeing Model 757 series airplanes and do not have cracks, may continue in use in accordance with the requirements of this AD.

The FAA is considering a separate rulemaking action to address the same unsafe condition on certain Model 757 airplanes equipped with Rolls Royce engines.

Explanation of Relevant Service Information

Since the issuance of AD 96-05-07, the FAA has reviewed and approved Boeing Alert Service Bulletin 757-54A0019, Revision 6, dated July 18, 1997, which continues specifications similar to those in Boeing Service Bulletin 757-54A0019, Revision 5, dated March 17, 1994 (which was referenced in AD 96-05-07 as the appropriate source of service information). The relevant changes in Revision 6 are procedures for earlier initial inspections and replacements; more frequent repetitive inspections of certain fuse pins; and replacement with new fuse pins, if necessary. In addition, Revision 6 specifies the replacement of cracked refinished straight fuse pins with new straight fuse pins or 15-5PH fuse pins.

Explanation of Requirements of Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of this same type design, this AD supersedes AD 96-05-07 to continue to require repetitive inspections to detect cracking in the midspar fuse pins; replacement with new or refinished fuse pins, if necessary; and repetitive inspections of newly installed fuse pins. This AD requires earlier initial inspections and replacements; more frequent repetitive inspections of certain fuse pins; and replacement with new fuse pins, if necessary. This AD also requires the replacement of cracked refinished straight fuse pins with new straight fuse pins or 15-5PH fuse pins. These actions are required to be accomplished in accordance with Revision 6 of the alert service bulletin described previously.

Differences Between the AD and the Relevant Service Bulletin

Operators should note that, although Boeing Alert Service Bulletin 757-54A0019, Revision 6, dated July 18, 1997, specifies that a cracked bulkhead fuse pin may be replaced with either a new straight fuse pin or a new 15-5PH fuse pin, this AD requires a bulkhead fuse pin to be replaced only with a new 15-5PH fuse pin. The FAA has determined that because 15-5PH fuse pins are made from corrosion-resistant steel, 15-5PH fuse pins are less likely to be subject to fatigue cracking and stress corrosion cracking, and, as a result, have a longer service life than straight fuse pins or bulkhead fuse pins. The FAA also considers that this action is necessary to support the continued airworthiness of Boeing Model 757

series airplanes equipped with Pratt & Whitney engines.

Operators also should note that Revision 6 of the previously described alert service bulletin specifies the replacement of bulkhead fuse pins within 6,000 total flight cycles on the bulkhead fuse pins. However, this AD requires the replacement of bulkhead fuse pins within 3,000 flight cycles on the bulkhead fuse pins after April 10, 1996, the effective date of AD 96-05-07. The FAA has determined that continuing the requirement for such replacement, which was required in AD 96-05-07, is sufficient to detect and correct the initiation and propagation of fatigue cracking in the midspar fuse pins.

In addition, operators should note that the applicability of this AD differs from the effectivity listing in Revision 6 of the previously referenced alert service bulletin. The FAA has determined that to adequately address the problem of fatigue cracking in the midspar fuse pins, this AD should include Model 757 series airplanes (all serial numbers) equipped with Pratt & Whitney engines, as previously specified in AD 96-05-07.

Interim Action

This is considered to be interim action until final action is identified, at which time the FAA may consider further rulemaking.

Determination of Rule's Effective Date

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 fewer 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 shall 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 rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 97-NM-130-AD." The postcard will be date stamped and returned to the commenter.

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.

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**.

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 39-9533 (61 FR 9599, March 11, 1996), and by adding a new airworthiness directive (AD), amendment 39-10115, to read as follows:

97-18-05 Boeing: Amendment 39-10115. Docket 97-NM-130-AD. Supersedes AD 96-05-07, Amendment 39-9533.

Applicability: Model 757 series airplanes equipped with Pratt & Whitney 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 (f) 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.

Note 2: Inspections accomplished prior to the effective date of this amendment in accordance with the procedures described in Boeing Service Bulletin 757-54A0019, Revision 5, dated March 17, 1994; Revision 4, dated May 27, 1993; Revision 3, dated March 26, 1992; or Revision 2, dated October 11, 1989; are considered acceptable for compliance with the applicable inspections specified in this amendment.

To detect and correct fatigue cracking of the midspar fuse pins, which could lead to separation of the strut and engine from the wing of the airplane, accomplish the following:

(a) For airplanes equipped with straight fuse pins, part number (P/N) 311N5067-1: Prior to the accumulation of 1,000 total flight cycles on the straight fuse pin, or within 60 days after the effective date of this AD, whichever occurs later, perform an eddy current inspection to detect fatigue cracking in the fuse pin, in accordance with Boeing Alert Service Bulletin 757-54A0019, Revision 6, dated July 18, 1997.

(1) If no cracking is detected, repeat the inspection thereafter at intervals not to exceed 500 flight cycles on the straight fuse pin.

(2) If any cracking is detected, prior to further flight, accomplish the requirements of

either paragraph (a)(2)(i) or (a)(2)(ii) of this AD.

(i) Replace the cracked straight fuse pin with a new straight fuse pin, P/N 311N5067-1, and prior to the accumulation of 1,000 total flight cycles on the newly installed straight fuse pin, perform an eddy current inspection to detect fatigue cracking in the fuse pin, in accordance with the alert service bulletin. Repeat the inspection thereafter at intervals not to exceed 500 flight cycles on the newly installed straight fuse pin. Or

(ii) Replace the cracked straight fuse pin with a new 15-5PH fuse pin, P/N 311N5217-1, and prior to the accumulation of 14,000 total flight cycles on the newly installed 15-5PH fuse pin, perform an eddy current inspection to detect fatigue cracking in the fuse pin, in accordance with the procedures described in the alert service bulletin. Repeat the inspection thereafter at intervals not to exceed 3,500 flight cycles on the newly installed 15-5PH fuse pin.

(b) For airplanes equipped with refinished straight fuse pins, P/N 311N5067-1: Prior to the accumulation of 500 total flight cycles on the refinished straight fuse pin, or within 60 days after the effective date of this AD, whichever occurs later, perform an eddy current inspection to detect fatigue cracking in the fuse pin, in accordance with Boeing Alert Service Bulletin 757-54A0019, Revision 6, dated July 18, 1997.

(1) If no cracking is detected, repeat the inspection thereafter at intervals not to exceed 500 flight cycles on the refinished straight fuse pin.

(2) If any cracking is detected, prior to further flight, accomplish the requirements of either paragraph (b)(2)(i) or (b)(2)(ii) of this AD.

(i) Replace the cracked fuse pin with a new straight fuse pin, P/N 311N5067-1, and prior to the accumulation of 1,000 total flight cycles on the newly installed straight fuse pin, perform an eddy current inspection to detect fatigue cracking in the new straight fuse pin, in accordance with the procedures described in the alert service bulletin. Repeat this inspection thereafter at intervals not to exceed 500 flight cycles on the newly installed straight fuse pin. Or

(ii) Replace the cracked fuse pin with a new 15-5PH fuse pin, P/N 311N5217-1, and prior to the accumulation of 14,000 total flight cycles on the newly installed 15-5PH fuse pin, perform an eddy current inspection to detect fatigue cracking in the fuse pin, in accordance with the procedures described in the alert service bulletin. Repeat the inspection thereafter at intervals not to exceed 3,500 flight cycles on the newly installed 15-5PH fuse pin.

(c) For airplanes equipped with bulkhead fuse pins, P/N 311N5211-1: Within 3,000 flight cycles on the bulkhead fuse pins after April 10, 1996 (the effective date of AD 96-05-07, amendment 39-9533), replace the bulkhead fuse pin with a new 15-5PH fuse pin, P/N 311N5217-1, in accordance with Boeing Service Bulletin 757-54A0019, Revision 5, dated March 17, 1994, or Boeing Alert Service Bulletin 757-54A0019, Revision 6, dated July 18, 1997, and accomplish the requirements of paragraph (d) of this AD.

(d) For airplanes equipped with 15-5PH fuse pins: Prior to the accumulation of 14,000 total flight cycles on the 15-5PH fuse pin, perform an eddy current inspection to detect fatigue cracking in those fuse pins, in accordance with the procedures described in Boeing Alert Service Bulletin 757-54A0019, Revision 6, dated July 18, 1997.

(1) If no cracking is detected, repeat the inspection thereafter at intervals not to exceed 3,500 flight cycles on the 15-5PH fuse pin.

(2) If any cracking is detected, prior to further flight, replace the cracked 15-5PH fuse pin with a new 15-5PH fuse pin, P/N 311N5217-1, and prior to the accumulation of 14,000 total flight cycles on the newly installed 15-5PH fuse pin, perform an eddy current inspection to detect fatigue cracking in the newly installed 15-5PH fuse pin; in accordance with the procedures described in the alert service bulletin. Repeat this inspection thereafter at intervals not to exceed 3,500 flight cycles on the newly installed 15-5PH fuse pin.

(e) Fuse pins must be of the same type on the same strut. For example, a steel fuse pin having P/N 311N5067-1 may not be installed on the same strut that has a 15-5PH fuse pin having P/N 311N5217-1 installed on that strut. However, fuse pins on one strut may differ from those on another strut, provided the fuse pins are not of mixed types on the same strut.

(f) 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 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(g) 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.

(h) The inspections and replacements shall be done in accordance with Boeing Service Bulletin 757-54A0019, Revision 5, dated March 17, 1994, or Boeing Alert Service Bulletin 757-54A0019, Revision 6, dated July 18, 1997.

(1) The incorporation by reference of Boeing Alert Service Bulletin 757-54A0019, Revision 6, dated July 18, 1997, was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Boeing Service Bulletin 757-54A0019, Revision 5, dated March 17, 1994, was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of April 10, 1996 (61 FR 9599, March 11, 1996).

(3) Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may

be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on September 17, 1997.

Issued in Renton, Washington, on August 21, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-23176 Filed 8-29-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-125-AD; Amendment 39-10114; AD 97-18-04]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 757 Series Airplanes Equipped With Rolls Royce 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 Model 757 series airplanes, that currently requires repetitive inspections to detect fatigue cracking in the midspar fuse pins; replacement with new or refinished fuse pins, if necessary; and repetitive inspections of newly installed fuse pins. This AD requires earlier initial inspections and replacements; more frequent repetitive inspections of certain fuse pins; and replacement with new fuse pins, if necessary. This amendment is prompted by reports of fatigue cracking of the midspar fuse pins and by fatigue test data indicating that current inspection thresholds and intervals for repetitive inspections are inadequate to detect fatigue cracking in a timely manner. The actions specified in this AD are intended to detect and correct such fatigue cracking, which could lead to separation of the strut and engine from the wing of the airplane.

DATES: Effective September 17, 1997.

The incorporation by reference of Boeing Alert Service Bulletin 757-54A0020, Revision 6, dated July 18, 1997, as listed in the regulations, is approved by the Director of the Federal Register as of September 17, 1997.

The incorporation by reference of Boeing Service Bulletin 757-54A0020, Revision 5, dated March 17, 1994, as