Office (ACO), FAA; or in accordance with data meeting the type certification basis of the airplane approved by a Boeing Company Designated Engineering Representative (DER) who has been authorized by the Manager, Seattle ACO, to make such findings. For a repair method to be approved by the Manager, Seattle ACO, as required by this paragraph, the approval letter must specifically reference this AD.

Note 3: Prior accomplishment of paragraphs (a) and (b) of this AD, as specified in Boeing Alert Service Bulletin 777–32A0025, dated April 6, 2000; using BMS 3–27 or Cor-Ban 27L corrosion-inhibiting compound; is acceptable for compliance with the applicable actions required by this AD.

Alternative Methods of Compliance

(c) 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 ACO. 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 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

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

Incorporation by Reference

(e) Except as provided by paragraph (b) of this AD: The actions shall be done in accordance with Boeing Alert Service Bulletin 777–32A0025, Revision 1, dated March 8, 2001. 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 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.

Effective Date

(f) This amendment becomes effective on June 6, 2001.

Issued in Renton, Washington, on April 20, 2001.

Donald L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01–10465 Filed 5–1–01; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001–NM–115–AD; Amendment 39–12215; AD 2001–09–10]

RIN 2120–AA64

Airworthiness Directives; McDonnell Douglas Model MD–11 Series Airplanes Equipped With Pratt & Whitney Model PW4400 Series Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to all McDonnell Douglas Model MD–11 series airplanes equipped with Pratt & Whitney Model PW4400 series engines, that currently requires revising the Airplane Flight Manual (AFM) to advise the flight crew of applicable operational limits. This amendment corrects a typographical error in one paragraph of the existing AD that resulted in a reference to an incorrect engine fan blade which is not subject to the requirements of that paragraph. The actions specified in this AD are intended to ensure that the flight crew is informed of applicable limitations in airplane performance, and to prevent reduced acceleration and climb performance relative to performance data in the AFM, which could result in the airplane overrunning the end of the runway during takeoff or landing, or impacting obstacles or terrain. This action is intended to address the identified unsafe condition.

DATES: Effective May 17, 2001.

Comments for inclusion in the Rules Docket must be received on or before July 2, 2001.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 2001–NM–115–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. Comments may be submitted via fax to (425) 227–1232. Comments may also be sent via the Internet using the following address: 9-anm-iarcomment@faa.gov. Comments sent via fax or the Internet must contain ''Docket No. 2001–NM–115–AD'' in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 for Windows or ASCII text.

Information pertaining to this amendment may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California.

FOR FURTHER INFORMATION CONTACT: Philip C. Kush, Aerospace Engineer, Propulsion Branch, ANM–140L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712–4137; telephone (562) 627–5263; fax (562) 627–5210.

SUPPLEMENTARY INFORMATION: On April 3, 2001, the FAA issued AD 2001–07–08, amendment 39–12173 (66 FR 18527, April 10, 2001), applicable to all McDonnell Douglas Model MD–11 series airplanes equipped with Pratt & Whitney Model PW4400 series engines. That AD requires revising the Airplane Flight Manual (AFM) to advise the flight crew of applicable operational limits. That action was prompted by the FAA's finding that the operational limits specified in the Limitations Section of the AFM for McDonnell Douglas Model MD–11 series airplanes equipped with Pratt & Whitney Model PW4400 series engines do not adequately list the performance correction sections in the AFM; and reports that Pratt & Whitney Model PW4400 series engines with certain early-production fan blades (Phase 0/1, FB2B), as installed on certain McDonnell Douglas Model MD–11 series airplanes, do not produce the amount of thrust indicated in the AFM. The actions required by that AD are intended to ensure that the flight crew is informed of applicable limitations in airplane performance, and to prevent reduced acceleration and climb performance relative to performance data in the AFM, which could result in the airplane overrunning the end of the runway during takeoff or landing, or impacting obstacles or terrain.

Actions Since Issuance of Previous Rule

Since the issuance of AD 2001–07–08, the FAA has found a typographical error in paragraph (b) of that AD. Paragraph (b) requires a revision of the Performance Section of the AFM to address a shortfall in the amount of thrust produced by certain engines equipped with certain early-production fan blades. That paragraph states that it applies to ''airplanes with Pratt & Whitney Model PW4460 or PW4462 engines with FB2C [fan blades]

installed.'' (Though the existing AD referred to the subject parts as ''fans,'' the correct term in this case is ''fan blades.'') Although FB2C fan blades do exist, these fan blades are not subject to the unsafe condition addressed by paragraph (b) of AD 2001–07–08. The correct model number for the fan blades subject to paragraph (b) is ''FB2B.'' (The preamble of AD 2001–07–08 correctly identifies the affected fan blades subject to the unsafe condition, where it states, ''Pratt & Whitney Model PW4400 series engines with certain early-production fan blades (Phase 0/1, FB2B) '' do not produce the amount of thrust indicated in the AFM.'')

The FAA finds that this typographical error could result in airplanes subject to the thrust-shortfall condition not being subject to the AFM revision required by paragraph (b) of the existing AD. For operators of McDonnell Douglas Model MD–11 series airplanes with Pratt & Whitney Model PW4460 or PW4462 engines with FB2B fan blades installed, failure to incorporate the AFM revision in paragraph (b) of the existing AD could lead to reduced acceleration and climb performance relative to performance data in the AFM, which could result in the airplane overrunning the end of the runway during takeoff or landing, or impacting obstacles or terrain.

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 2001–07–08 to continue to require revising the AFM to advise the flight crew of applicable operational limits. This new AD revises paragraph (b) of the existing AD to refer to the correct fan blades. Except for this change in the applicability of paragraph (b) of this AD, all requirements remain the same as those in the existing AD.

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 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 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.

Submit comments using the following format:

- Organize comments issue-by-issue. For example, discuss a request to change the compliance time and a request to change the service bulletin reference as two separate issues.
- For each issue, state what specific change to the AD is being requested.
- Include justification (e.g., reasons or data) for each request.

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 2001–NM–115–AD.'' The postcard will be date stamped and returned to the commenter.

Regulatory Impact

The regulations adopted herein will not have a substantial direct effect 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, it is determined that this final rule does not have federalism implications under Executive Order 13132.

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, 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 39–12173 (66 FR 18527, April 10, 2001), and by adding a new airworthiness directive (AD), amendment 39–12215, to read as follows:

2001–09–10 McDonnell Douglas: Amendment 39–12215. Docket 2001–NM–115–AD. Supersedes AD 2001–07–08, Amendment 39–12173.

Applicability: All Model MD–11 series airplanes equipped with Pratt & Whitney Model PW4400 series engines, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To ensure that the flight crew is informed of limitations in airplane performance, and to prevent reduced acceleration and climb performance relative to performance data in the Airplane Flight Manual (AFM), which could result in the airplane overrunning the end of the runway during takeoff or landing, or impacting obstacles or terrain, accomplish the following:

Restatement of Requirements of AD 2001–07–08

AFM Revision: Limitations Section

(a) Within 30 days after April 25, 2001 (the effective date of AD 2001–07–08, amendment 39–12173), revise Section 1, Limitations, of the FAA-approved AFM to include the following information under Subsection 3, Operational Limits. This may be accomplished by inserting a copy of this AD into the AFM.

''Required Performance Corrections in Section 4A or 4B must be applied as applicable.''

New Requirements of this AD

AFM Revision: Performance Section 4A or 4B

(b) For airplanes with Pratt & Whitney Model PW4460 or PW4462 engines with FB2B fan blades installed: Within 30 days after the effective date of this AD, revise the Performance Section of the FAA-approved AFM to include the following information under Section 4A or 4B, as applicable. This may be accomplished by inserting a copy of this AD into the AFM.

''When operating with one PW4460 engine, one PW4462 engine (operated at PW4460 thrust rating), or one PW4462 engine installed, apply the following performance corrections:

Weight must be reduced by:

Takeoff—1.3%

Enroute—2.5%

Landing—1.3%

When operating with more than one PW4460 engine and/or PW4462 engine (operated at PW4460 thrust rating), or more than one PW4462 engine installed, apply the following performance corrections:

Weight must be reduced by:

Takeoff—2.5%

Enroute—2.5%

Landing—2.5%.''

Alternative Methods of Compliance

(c) 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 (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Operations Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

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

Special Flight Permits

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

Effective Date

(e) This amendment becomes effective on May 17, 2001.

Issued in Renton, Washington, on April 24, 2001.

Donald L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01–10723 Filed 5–1–01; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99–NM–124–AD; Amendment 39–12206; AD 2001–09–01]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 757–200 and –300 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 757–200 and –300 series airplanes, that requires repetitive clearing of the drain passage at the aft end of the main landing gear (MLG) truck beam to ensure moisture and contaminants within the truck beam can properly drain; and, for certain airplanes, an internal inspection of the truck beam to detect discrepancies, and follow-on actions. This amendment is prompted by reports of fracture of MLG truck beams. The actions specified by this AD are intended to prevent stress corrosion cracking, leading to fracture of a MLG truck beam during ground operations, which could result in either reduced controllability of the airplane or a fire.

DATES: Effective June 6, 2001.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 6, 2001.

ADDRESSES: 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 Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 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: Dennis Stremick, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2776; fax (425) 227–1181.

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 certain 757–200 and –300 series airplanes was published as a supplemental notice of proposed rulemaking (NPRM) in the **Federal Register** on September 18, 2000 (65 FR 56268). That action proposed to require repetitive clearing of the drain passage at the aft end of the main landing gear (MLG) truck beam to ensure moisture and contaminants within the truck beam can properly drain. That action also proposed to expand the applicability, and, for certain airplanes, add a new inspection and follow-on actions.

Comments

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

Reference Revised Service Bulletins

One commenter asks that the FAA revise the supplemental NPRM to reference Revision 1 of Boeing Alert Service Bulletins 757–32A0135 and 757–32A0138, both dated November 30, 2000. The proposed rule referenced Boeing Alert Service Bulletins 757–32A0135 (for Model 757–200 series airplanes) and 757–32A0138 (for Model 757–300 series airplanes), both dated June 8, 2000, as the appropriate sources of service information for certain proposed actions. The commenter states that the service bulletins have been revised for clarification, based on questions received from operators.

We concur with the commenter's request. Since the issuance of the proposed rule, the FAA has reviewed and approved Revision 1 of the service bulletins. Revision 1 clarifies certain instructions and revises the effectivity listing to show changes in airplane operators. (No additional airplanes are added to the effectivity listing of Revision 1.) Therefore, we have revised the applicability statement and paragraphs (a) and (b) of this final rule to reference Revision 1 of the service bulletins as the appropriate source of service information for the actions required by those paragraphs. We also have revised Notes 2 and 3 to state that accomplishment of the actions required by this AD in accordance with the original issue of the service bulletins is acceptable for compliance with paragraphs (a) and (b) of this final rule.

Change Certain Wording in Paragraphs (a) and (b)

Two commenters ask that the wording in paragraphs (a) and (b) of the proposed rule, which specifies ''* * * since the date of manufacture of the MLG * * *,'' be changed to read ''* * * since the date of delivery of the airplane or since