required by paragraph (b)(1) of this AD, that have been accomplished prior to the effective date of this AD in accordance with McDonnell Douglas DC–10 Alert Service Bulletin A32–237, dated April 11, 1994; or McDonnell Douglas MD–11 Alert Service Bulletin A32–44, dated March 22, 1994, or Revision 1, dated June 16, 1994; as applicable; are considered acceptable for compliance with the applicable action specified in this amendment.

To prevent collapse of the nose landing gear (NLG), accomplish the following:

(a) Within 30 days after September 15, 1994 (the effective date of AD 94–18–07, amendment 39–9020), perform a visual inspection to determine the serial number of the upper lock links, part number ACG7396–1, and the lower lock links, part number ACG7237–1, on the NLG, in accordance with McDonnell Douglas DC–10 Alert Service Bulletin A32–238, dated July 15, 1994; or McDonnell Douglas MD–11 Alert Service Bulletin A32–47, dated July 15, 1994; as applicable.

(b) If the serial number of the lock link coincides with any of the suspect serial numbers listed in McDonnell Douglas DC–10 Alert Service Bulletin A32–238, dated July 15, 1994; or McDonnell Douglas MD–11 Alert Service Bulletin A32–47, dated July 15, 1994; as applicable; accomplish paragraphs (b)(1) and (b)(2) of this AD in accordance with the alert service bulletin.

(1) Prior to further flight, perform an eddy current inspection to detect defects in the lock link in accordance with Phase I (''Eddy Current Inspection—On Aircraft'') of the Accomplishment Instructions of the applicable alert service bulletin.

(2) Perform an expanded eddy current inspection to detect defects in the lock link, in accordance with Phase II (''Expanded Eddy Current Inspection—Off Aircraft'') of the Accomplishment Instructions of the applicable alert service bulletin at the time specified in paragraph (b)(2)(i) or (b)(2)(ii) of this AD, as applicable.

(i) For Model DC–10 series airplanes and Model KC–10A airplanes: Inspect prior to the accumulation of 450 landings after September 15, 1994 (the effective date of AD 94–18–07, amendment 39–9020), and thereafter at intervals not to exceed 450 landings until the inspection required by paragraph (d) of this AD is accomplished.

(ii) For Model MD–11 series airplanes: Inspect prior to the accumulation of 330 landings after September 15, 1994 (the effective date of AD 94–18–07, amendment 39–9020), and thereafter at intervals not to exceed 330 landings until the inspection required by paragraph (d) of this AD is accomplished.

(c) If any defect is found during any inspection required by paragraph (b) of this AD, prior to further flight, accomplish either paragraph (c)(1) or (c)(2) of this AD in accordance with McDonnell Douglas DC–10 Alert Service Bulletin A32–238, dated July 15, 1994; or McDonnell Douglas MD–11 Alert Service Bulletin A32–47, dated July 15, 1994; as applicable.

(1) Rework the lock link; or

(2) Replace the defective lock link with a serviceable lock link that has been inspected in accordance with paragraphs (a) and (b) of this AD and, if the lock link was found to contain any defect, that has been reworked in accordance with paragraph (c)(1) of this AD.

(d) Within 15 months after the effective date of this AD, perform a fluorescent penetrant inspection to detect defects of the lock links, in accordance with Phase III (''Fluorescent Penetrant Inspection—Off Aircraft'') of the Accomplishment Instructions of McDonnell Douglas DC–10 Alert Service Bulletin A32–238, dated July 15, 1994; or McDonnell Douglas MD–11 Alert Service Bulletin A32–47, dated July 15, 1994; as applicable. Accomplishment of this inspection constitutes terminating action for the inspections required by paragraph (b) of this AD.

(e) If any defect is found during an inspection performed in accordance with paragraph (d) of this AD, prior to further flight, accomplish either paragraph (e)(1) or (e)(2) of this AD in accordance with McDonnell Douglas DC–10 Alert Service Bulletin A32–238, dated July 15, 1994; or McDonnell Douglas MD–11 Alert Service Bulletin A32–47, dated July 15, 1994; as applicable.

(1) Rework the lock link; or

(2) Replace the defective lock link with a serviceable lock link that has been inspected in accordance with paragraph (d) of this AD and, if the lock link was found to contain any defect, that has been reworked in accordance with paragraph (e)(1) of this AD.

(f) As of September 15, 1994 (the effective date of AD 94–18–07, amendment 39–9020), no person shall install an upper lock link, part number ACG7396–1, or a lower lock link, part number ACG7237–1, on the NLG of any airplane unless that lock link has been inspected in accordance with paragraphs (a) and (b) of this AD and reworked, as necessary, in accordance with paragraph (c)(1) or (e)(1) of this AD.

(g) Within 30 days after any defect is found during any inspection required by this AD, submit a report of inspection findings to the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California 90712; fax (310) 627–5210. The report must include a description of the defect found, the part number of the defective lock link, the serial number of the defective lock link, the number of landings on the defective lock link, and the serial number of the airplane. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120–0056.

(h) 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, 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, Los Angeles ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(i) 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.

(j) The actions shall be done in accordance with McDonnell Douglas DC–10 Alert Service Bulletin A32–238, dated July 15, 1994; and McDonnell Douglas MD–11 Alert Service Bulletin A32–47, dated July 15, 1994; as applicable. The incorporation by reference of these documents 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 September 15, 1994 (59 FR 44900, August 31, 1994). Copies may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1–L51 (2–60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the **Federal Register**, 800 North Capitol Street, NW., suite 700, Washington, DC.

(k) This amendment becomes effective on June 21, 1995.

Issued in Renton, Washington, on May 16, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–12445 Filed 5–19–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 94–ANE–21; Amendment 39–9227; AD 95–10–10]

Airworthiness Directives; Pratt & Whitney JT8D Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Pratt & Whitney (PW) JT8D series turbofan engines, that currently requires initial and repetitive inspections of certain front compressor fan hubs and shotpeening of the forward and aft rim to web radius. This amendment requires a reduction in the initial inspection interval for front compressor fan hubs installed in all positions of all applicable aircraft, establish a compliance end-date, and clarify the wording of the compliance requirements. This amendment is

prompted by a report of a front compressor fan hub fracture installed in a Boeing 737 aircraft that resulted in the release of fan blades and portions of the hub outer rim. The actions specified by this AD are intended to prevent fracture of the front compressor fan hub, which can result in an uncontained engine failure and damage to the aircraft.

DATES: Effective July 21, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 21, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from Pratt & Whitney, Technical Publications Department, M/S 132–30, 400 Main Street, East Hartford, CT, 06108. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington DC.

FOR FURTHER INFORMATION CONTACT: Mark A. Rumizen, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA, 01803–5299; telephone (617) 238–7137 , fax (617) 238–7199.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 93–14–14, Amendment 39–8638 (58 FR 39644, July 26, 1993) which is applicable to PW JT8D series turbofan engines, was published in the **Federal Register** on November 21, 1994 (59 FR 59973). That action proposed to reduce the initial inspection interval to require front compressor fan hubs installed in all positions of all applicable aircraft be inspected at the next shop visit, and to establish a compliance end date of December 31, 1999, or 6000 total part cycles (TPC) after the effective date of this AD for the initial inspection. That action also proposed to clarify the wording of paragraph (b)(4) to emphasize that the repetitive inspection is required at the next opportunity when the front compressor fan hub is accessible at the detail level in the shop only after accumulating 2500 additional cycles in service (CIS) since the last inspection. The actions would be required to be accomplished in accordance with Pratt & Whitney (PW) Alert Service Bulletin (ASB) No. A6104, Revision 3, dated June 16, 1994.

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

One commenter states that the reporting requirements of the AD be removed. The FAA does not concur. This corrective action program was based on a risk analysis that assumed a frequency of inspection relative to fleet usage. The reporting requirements of the AD allow this frequency of inspections to be monitored to ensure it is consistent with the assumptions, thereby confirming that the corrective action program is appropriate for maintaining the forecasted risk level.

One commenter supports the amendment as proposed.

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 as proposed.

There are approximately 2165 engines of the affected design in the worldwide fleet. The FAA estimates that 1475 engines installed on aircraft of U.S. registry and 690 domestic uninstalled engines will be affected by this AD, that it will take approximately 12 work hours per engine to accomplish the required actions, and that the average labor rate is $55 per work hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $1,428,900.

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.

For the reasons discussed above, I certify that this action (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) 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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing Amendment 39–8638 (58 FR 39644, July 26, 1993) and by adding a new airworthiness directive, Amendment 39–9227, to read as follows:

95–10–10 Pratt & Whitney: Amendment 39–9227. Docket 94–ANE–21. Supersedes AD 93–14–14, Amendment 39–8638.

Applicability: Pratt & Whitney (PW) Model JT8D–9, –9A, –11, –15, –15A, –17, –17A, –17R, and –17AR turbofan engines.

Note: This Airworthiness Directive (AD) applies to each engine 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 engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (h) to request approval from the Federal Aviation Administration (FAA). This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent fracture of the front compressor fan hub, which can result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) For front compressor fan hubs installed in engines in the No. 2 position on Boeing 727 aircraft on or after the effective date of this AD, inspect and shotpeen the front compressor fan hub in accordance with Appendix A, Appendix B, and Attachment 1 (NDIP–764) of PW Alert Service Bulletin (ASB) No. A6104, Revision 3, dated June 16, 1994, as follows:

(1) Initially inspect the front compressor fan hub as follows:

Total part cycles (TPC) on the effective date of this AD	Initial inspection interval
Over 18,001 TPC	Inspect at the next shop visit, or within 300 cycles in service (CIS) after the effective date of this AD, whichever occurs first.
16,501 to 18,000 TPC	Inspect at the next shop visit, or within 500 CIS after the effective date of this AD, whichever occurs first.
15,001 to 16,500 TPC	Inspect at the next shop visit, or within 750 CIS after the effective date of this AD, whichever occurs first.
13,501 to 15,000 TPC	Inspect at the next shop visit, or within 1,000 CIS after the effective date of this AD, whichever occurs first.
10,501 to 13,500 TPC	Inspect at the next shop visit, or within 1,500 CIS after the effective date of this AD, whichever occurs first.
Less than 10,501 TPC	Inspect at the next shop visit but not to exceed 12,000 TPC, or by the compliance end-date, whichever occurs first.

(2) Engines removed from the No. 2 position on Boeing 727 aircraft and reinstalled in aircraft or positions other than the No. 2 position on Boeing 727 aircraft after the effective date of this AD must adhere to the initial inspection interval specified in paragraph (a)(1) of this AD. Inspect and shotpeen front compressor fan hubs on these repositioned engines in accordance with paragraph (a)(1) of this AD.

(3) Remove front compressor fan hubs from service if cracks are found during the inspection process and replace with a serviceable hub.

(4) Shotpeen the front compressor fan hubs that pass the inspections required by paragraph (a)(1) of this AD, in accordance with Appendix B of PW ASB No. A6104, Revision 3, dated June 16, 1994, prior to returning the hub to service.

(5) Thereafter, inspect, shotpeen, and remove from service, if necessary, front compressor fan hubs that are reinstalled in the No. 2 position of Boeing 727 aircraft, in accordance with Appendix A, Appendix B, and Attachment 1 (NDIP–764), as applicable, of PW ASB No. A6104, Revision 3, dated June 16, 1994, as follows:

(i) For hubs that were last inspected and shotpeened with greater than 12,000 TPC upon inspection, inspect and shotpeen at the first shop visit after 2,500 CIS since last inspection, but prior to the accumulation of 8,000 CIS since last inspection.

(ii) For hubs that were last inspected and shotpeened with less than or equal to 12,000 TPC upon inspection, inspect and shotpeen at the first shop visit after 2,500 CIS since last inspection, or prior to accumulating 12,000 TPC, whichever occurs later, but not to exceed 8,000 CIS since last inspection.

(6) Engines removed from the No. 2 position on Boeing 727 aircraft and reinstalled in aircraft or positions other than the No. 2 position on Boeing 727 aircraft prior to reaching the repetitive inspection interval specified in paragraph (a)(5) of this AD must be inspected as follows:

(i) For the next inspection, inspect in accordance with paragraph (a)(5) of this AD; and

(ii) thereafter, inspect and shotpeen in accordance with paragraph (b)(4) of this AD.

(b) For front compressor fan hubs installed in engines that are installed in aircraft or positions other than the No. 2 position on Boeing 727 aircraft on or after the effective date of this AD, inspect and shotpeen the front compressor fan hubs in accordance with Appendix A, Appendix B, and Attachment 1 (NDIP–764) of PW ASB No. A6104, Revision 3, dated June 16, 1994, as follows:

(1) Initially inspect the front compressor fan hub at the next shop visit after the effective date of this AD, but not later than the compliance end-date.

(2) Remove front compressor fan hubs from service if cracks are found during the inspection process and replace with a serviceable hub.

(3) Shotpeen the front compressor fan hubs that pass the inspection requirements specified in paragraph (b)(1) of this AD, in accordance with Appendix B of PW ASB No. A6104, Revision 3, dated June 16, 1994, prior to returning the hub to service.

(4) Thereafter, upon accumulating 2,500 addition CIS since the last inspection, inspect, shotpeen, and remove from service, if necessary, front compressor fan hubs that are not reinstalled in the No. 2 position on Boeing 727 aircraft, in accordance with Appendix A, Appendix B, and Attachment 1 (NDIP–764) of PW ASB No. A6104, Revision 3, dated June 16, 1994, when the front compressor fan hub is accessible at the detail level in the shop.

(5) Thereafter, inspect, shotpeen, and remove from service, if necessary, front compressor fan hubs that are reinstalled in the No. 2 position of Boeing 727 aircraft after the effective date of this AD in accordance with paragraph (a)(5) of this AD.

(c) Inspect and shotpeen front compressor fan hubs that were inspected and shotpeened in accordance with Appendix A, Appendix B, and Attachment 1 (NDIP–764) of PW ASB No. 6104, dated December 21, 1992, PW ASB No. 6104, Revision 1, dated May 21, 1993, or PW ASB No. 6104, Revision 2, date June 18, 1993, prior to the effective date of this AD in accordance with paragraphs (a)(5) or (b)(4) of this AD, as applicable.

(d) For the purpose of this AD, the compliance end-date referenced in paragraphs (a)(1) and (b)(1) of this AD is defined as December 31, 1999, or 6,000 TPC after the effective date of this AD, whichever occurs later.

(e) For the purpose of this AD, a shop visit is defined as an engine removal for engine maintenance that cannot be performed while installed in the aircraft, and that entails separation of pairs of mating (lettered) engine flanges or the removal of a compressor disk, hub, or spool, or removal of a turbine disk.

(f) For the purpose of this AD, accessibility of a front compressor fan hub at the detail level in the shop is defined as engine maintenance that entails separation of the front compressor fan hub from the front compressor and removal of the fan blades.

(g) Report the front compressor fan hub part number, total time, and total cycles in service for each hub that passes the inspections defined in this AD, within 60 days after the inspection, to the Manager, Engine Certification Office, Engine and Propeller Directorate, Aircraft Certification Service, FAA, 12 New England Executive Park, Burlington, Massachusetts, 01803–5299; fax (617) 238–7199. For any hub that is found cracked, submit the information requested in paragraph B of Part 4, of the Accomplishment Instructions of PW ASB No. 6104, Revision 3, dated June 16, 1994, within 60 days after the inspection to the Manager, Engine Certification Office, at the address identified above. The reporting requirements of this AD terminate one year after the effective date of this AD. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provision of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501–3520) and have been assigned OMB Control Number 2120–0056.

(h) 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, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(i) 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 aircraft to a location where the requirements of this AD can be accomplished.

(j) The modification and repair shall be done in accordance with the following service document:

Document No.	Pages	Revision	Date
PW ASB No. A6104 including Appendix A, and Appendix B	2, 6 1, 3, 4, 5, 7–12	1 3	May 21, 1993. June 16, 1994.
Total pages: 12			
PW ASB No. A6104 with Attachment 1 NDIP–764 Total pages: 14	1–14		Dec. 8, 1992.

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 Pratt & Whitney, Materials Engineering. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(k) This amendment becomes effective on July 21, 1995.

Issued in Burlington, Massachusetts on May 11, 1995.

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95–12328 Filed 5–18–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 94–ANE–08; Amendment 39–9235; AD 95–11–01]

Airworthiness Directives; Turbomeca Arriel 1 Series Turboshaft Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to Turbomeca Arriel 1 series turboshaft engines, that currently requires repetitive checks for engine rubbing noise during gas generator shutdown, and for free rotation of the gas generator by rotating the compressor manually after the last flight of the day. This amendment continues to require these checks, but eliminates the reference to the Turbomeca service bulletin, allows the pilot to perform all the checks required in this AD, clarifies the inspection interval requirement for daily checks, and specifies terminating action for the repetitive checks required by this AD. In addition, this AD allows the check for engine rubbing noise to be performed during engine motoring, and specifies that the engine turbine (T4) temperature must be below 150 degrees Centigrade when performing the check for free rotation. This amendment is prompted by comments submitted by operators of the affected engines in response to the existing AD and the availability of an improved design 2nd stage nozzle guide vane. The actions specified by this AD are intended to prevent engine failure due to rubbing of the 2nd stage turbine disk on the 2nd stage turbine nozzle guide vane, which could result in complete engine failure and damage to the aircraft.

DATES: Effective June 21, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 21, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from Turbomeca 64511 Bordes Cedex - France. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA 01803–5299; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Glorianne Messemer, 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) by superseding AD 93–23–09, Amendment 39–8745 (58 FR 63061, November 30, 1993), which is applicable to Turbomeca Arriel 1 series turboshaft engines, was published in the **Federal Register** on September 6, 1994 (59 FR 46005). That notice of proposed rulemaking (NPRM) proposed to continue to require repetitive checks for engine rubbing noise during gas generator shutdown, and for free rotation of the gas generator by rotating the compressor manually at a daily interval until installation of the improved 2nd stage nozzle guide vane. That NPRM proposed to allow pilots to perform all the required checks. Performing these checks does not require special training beyond that already incurred by pilots of the aircraft having affected engines, or the use of tools or special measuring equipment, or reference to technical data. Accordingly, the FAA has determined that pilots may perform all the checks required by that NPRM as an exception to Section 43.3 of the Federal Aviation Regulations (14 CFR 43.3) regarding the performance of maintenance.

In addition, the NPRM proposed to allow the check for engine rubbing noise to be performed during engine motoring, and specifies that the engine turbine (T4) temperature must be below 150 degrees Centigrade when performing the check for free rotation. Also, the NPRM proposed to require installation of modification TU 202, which incorporates an improved 2nd stage nozzle guide vane manufactured from a new material that is more resistant to fatigue cracking, at the next engine overhaul after the effective date of the NPRM, but not later than December 31, 1999, as terminating action for the repetitive checks. This calendar end-date is based upon parts availability. The installation would be performed in accordance with Turbomeca Service Bulletin No. 292 72 0150, dated April 10, 1992.

This engine model is manufactured in France and is type certificated for operation in the United States under the provisions of § 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement in effect at the time of type certification. The Direction Generale de L'Aviation Civile (DGAC), which is the airworthiness authority for France, has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

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