

Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on September 23, 1996.

Issued in Renton, Washington, on August 9, 1996.

Darrell M. Pederson,

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

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#### 14 CFR Part 39

[Docket No. 95-NM-115-AD; Amendment 39-9716; AD 96-17-07]

RIN 2120-AA64

### **Airworthiness Directives; McDonnell Douglas Model DC-8 Series Airplanes Equipped With Swivel-Type Bogie Beams on the Main Landing Gears**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain McDonnell Douglas Model DC-8 series airplanes, that requires an inspection to detect cracking of the swivel bogie beam lugs, and repair, if necessary. For airplanes on which no cracking is found, this amendment also requires an inspection to detect corrosion of the swivel pin lug surfaces and bores, and modification of the forward bogie beams. This amendment is prompted by reports indicating that swivel pin lugs of the main landing gear (MLG) have failed due to cracks resulting from stress corrosion. The actions specified by this AD are intended to prevent such stress corrosion, which could result in failure of the swivel-type bogie beam of the MLG; this condition could result in collapse of the MLG during landing.

**DATES:** Effective September 23, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 23, 1996.

**ADDRESSES:** The service information referenced in this AD may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1-L51 (2-60). 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 FAA, Transport Airplane Directorate, Los

Angeles Aircraft Certification Office (ACO), 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:**

Mike Lee, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5325; fax (310) 627-5210.

**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 McDonnell Douglas Model DC-8 series airplanes was published in the Federal Register as a supplemental notice of proposed rulemaking on November 1, 1995 (60 FR 55496). That action proposed to require a magnetic particle inspection to detect cracking of the swivel bogie beam lugs, and repair, if necessary. For airplanes on which no cracking is found during the magnetic particle inspection, that action also proposed to require a visual inspection to detect corrosion of the swivel pin lug surfaces and bores, and modification of the forward bogie beams.

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

#### **Request To Revise Proposed Compliance Times**

The commenter states that the actions described in McDonnell Douglas S.B. 32-182 (the service information referenced in the proposed rule) should be accomplished at gear overhaul.

The FAA infers that the commenter requests the compliance times be revised to reflect the intervals for gear overhaul. The FAA does not concur that the compliance times need to be revised in this AD. In developing an appropriate compliance time for this AD, the FAA considered not only the manufacturer's recommendation as to an appropriate compliance time, but the degree of urgency associated with addressing the subject unsafe condition, and the intervals for gear overhaul of the majority of affected operators. In addition, paragraph (a)(2) of the AD provides a grace period for those operators that may have accomplished a gear overhaul just prior to the effective date of this AD, or that may be required to accomplish such an overhaul soon after this AD becomes effective. However, under the provisions of paragraph (e) of the final rule, the FAA

may approve requests for adjustments to the compliance time if data are submitted to substantiate that an adjustment would provide an acceptable level of safety.

#### **Conclusion**

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

#### **Cost Impact**

There are approximately 148 McDonnell Douglas Model DC-8 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 97 airplanes of U.S. registry will be affected by this AD, that it will take approximately 83 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$483,060, or \$4,980 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the 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 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. 106(g), 40113, 44701.

**§ 39.13 [Amended]**

2. Section 39.13 is amended by adding the following new airworthiness directive:

96-17-07 McDonnell Douglas: Amendment 39-9716. Docket 95-NM-115-AD.

*Applicability:* Model DC-8 airplanes equipped with main landing gears having swivel type bogie beams on which the swivel pin lugs have not been nickel plated, 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 (e) 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 failure of the swivel-type bogie beam of the main landing gear (MLG) due to stress corrosion, which could result in collapse of the MLG during landing, accomplish the following:

(a) Perform a one-time magnetic particle inspection to detect cracking of the swivel bogie beam lugs, in accordance with McDonnell Douglas DC-8 Service Bulletin 32-182, dated January 20, 1995; McDonnell Douglas Service Bulletin DC8-32-182 RO1, Revision 1, dated July 21, 1995, or Revision 02, dated August 30, 1995; at the later of the times specified in paragraphs (a)(1) and (a)(2) of this AD.

(1) Prior to the accumulation of 11,600 total flight hours, or within 10 years since the installation of the forward bogie beam of the MLG, whichever occurs first.

(2) Prior to the accumulation of 2,000 flight hours, or 2 years after the effective date of this AD, whichever occurs first.

(b) If no cracking is detected during the inspection required by paragraph (a) of this AD, prior to further flight, perform a visual inspection to detect corrosion in the swivel pin lug surfaces and bores, in accordance with McDonnell Douglas DC-8 Service Bulletin 32-182, dated January 20, 1995; or McDonnell Douglas Service Bulletin DC8-32-182 RO1, Revision 1, dated July 21, 1995, or Revision 02, dated August 30, 1995.

Note 2: Particular attention should be paid to the lubrication of the swivel pin lug and the lower swivel pin bushing during regular normal maintenance.

(1) If no corrosion is detected, prior to further flight, accomplish paragraph (b)(1)(i), (b)(1)(ii), (b)(1)(iii), or (b)(1)(iv) of this AD, as applicable, in accordance with the service bulletin.

(i) For Group I airplanes on which the forward bogie beam has not been modified previously: Modify the forward bogie beam in accordance with the actions specified (for Group I airplanes) as Condition 1 of the Accomplishment Instructions of the service bulletin.

(ii) For Group I airplanes on which the forward bogie beam has been modified previously: Modify the forward bogie beam in accordance with the actions specified (for Group I airplanes) as Condition 2 of the Accomplishment Instructions of the service bulletin.

(iii) For Group II airplanes on which the forward bogie beam has not been modified previously: Modify the forward bogie beam in accordance with the actions specified (for Group II airplanes) as Condition 1 of the Accomplishment Instructions of the service bulletin.

(iv) For Group II airplanes on which the forward bogie beam has been modified previously: Modify the forward bogie beam in accordance with the actions specified (for Group II airplanes) as Condition 2 of the Accomplishment Instructions of the service bulletin.

(2) If any corrosion is detected, prior to further flight, accomplish paragraph (b)(2)(i), (b)(2)(ii), (b)(2)(iii), or (b)(2)(iv), as applicable, in accordance with the service bulletin.

(i) For Group I airplanes on which the forward bogie beam has not been modified previously: Modify the forward bogie beam in accordance with the actions specified (for Group I airplanes) as Condition 1 of the Accomplishment Instructions of the service bulletin. If the dimensions of the reworked swivel pin lug exceed the limits specified in Table I of the service bulletin, prior to further flight, repair in accordance with a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(ii) For Group I airplanes on which the forward bogie beam has been modified previously: Modify the forward bogie beam in accordance with the actions specified (for Group I airplanes) as Condition 2 of the Accomplishment Instructions of the service bulletin. If the dimensions of the reworked swivel pin lug exceed the limits specified in Table I of the service bulletin, prior to further flight, repair in accordance with a method approved by the Manager, Los Angeles ACO.

(iii) For Group II airplanes on which the forward bogie beam has not been modified previously: Modify the forward bogie beam in accordance with the actions specified (for Group II airplanes) as Condition 1 of the Accomplishment Instructions of the service bulletin. If the dimensions of the reworked swivel pin lug exceed the limits specified in Table I of the service bulletin, prior to further flight, repair in accordance with a method approved by the Manager, Los Angeles ACO.

(iv) For Group II airplanes on which the forward bogie beam has been modified previously: Modify the forward bogie beam in accordance with the actions specified (for Group II airplanes) as Condition 2 of the Accomplishment Instructions of the service bulletin. If the dimensions of the reworked swivel pin lug exceed the limits specified in Table I of the service bulletin, prior to further flight, repair in accordance with a method approved by the Manager, Los Angeles ACO.

(c) If any cracking is detected during the inspection required by paragraph (a) of this AD, prior to further flight, repair in accordance with a method approved by the Manager, Los Angeles ACO.

(d) As of the effective date of this AD, no forward bogie beam swivel pin lug shall be installed on any airplane, unless that swivel pin lug has been modified in accordance with McDonnell Douglas DC-8 Service Bulletin 32-182, dated January 20, 1995; or McDonnell Douglas Service Bulletin DC8-32-182 RO1, Revision 1, dated July 21, 1995, or Revision 02, dated August 30, 1995.

(e) 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 ACO. 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.

(f) 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.

(g) The inspections and modification shall be done in accordance with McDonnell Douglas DC-8 Service Bulletin 32-182, dated January 20, 1995; McDonnell Douglas DC-8 Service Bulletin DC8-32-182 RO1, Revision 1, dated July 21, 1995; or McDonnell Douglas DC-8 Service Bulletin DC8-32-182 RO2, Revision 02, dated August 30, 1995. 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 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, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3960

Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on September 23, 1996.

Issued in Renton, Washington, on August 9, 1996.

Darrell M. Pederson,

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

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#### 14 CFR Part 39

[Docket No. 96-ANE-19; Amendment 39-9714; AD 96-15-06]

RIN 2120-AA64

#### **Airworthiness Directives; Pratt & Whitney JT8D-200 Series Turbofan Engines**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule, request for comments.

**SUMMARY:** This document publishes in the Federal Register an amendment adopting Airworthiness Directive (AD) 96-15-06 that was sent previously to all known U.S. owners and operators of Pratt & Whitney (PW) JT8D-200 series turbofan engines by individual letters. This AD requires, prior to further flight, removal from service all affected fan hubs, identified by serial number, and replacement with serviceable parts. This amendment is prompted by a report of an accident involving an uncontained failure of a stage 1 fan hub. The actions specified by this AD are intended to prevent the initiation and propagation of a fatigue crack, fracture of the fan hub, uncontained engine failure, and damage to the aircraft.

**DATES:** Effective September 3, 1996, to all persons except those persons to whom it was made immediately effective by priority letter AD 96-15-06, issued on July 16, 1996, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before October 18, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-ANE-19, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be submitted to the Rules Docket by using the following Internet address: "epd-

adcomments@mail.hq.faa.gov". All comments must contain the Docket No. in the subject line of the comment.

**FOR FURTHER INFORMATION CONTACT:** Robert E. Guyotte, Manager, Engine Certification Branch, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7142, fax (617) 238-7199.

**SUPPLEMENTARY INFORMATION:** On July 16, 1996, the Federal Aviation Administration (FAA) issued priority letter airworthiness directive (AD) 96-15-06, applicable to Pratt & Whitney (PW) JT8D-200 series engines, which requires, prior to further flight, removal from service all affected fan hubs, identified by serial number, and replacement with serviceable parts. That action was prompted by a report of an accident involving an uncontained failure of a stage 1 fan hub. A fan hub failure poses a serious threat to safety of flight due to the possibility of high energy engine fragments penetrating the aircraft fuselage. The reported fan hub failure resulted from a fatigue crack that originated in a tie bolt hole. The fatigue crack initiated from mechanical surface damage produced during machining of the tie bolt holes, and propagated in a low cycle fatigue mode due to normal engine start-stop cycles. The manufacturing records indicate that a surface anomaly was observed in a tie bolt hole during the Blue Etch Anodize inspection which was determined to be acceptable. The manufacturing records indicate that six other hubs with similar anomalies in the tie bolt holes were installed on engines in revenue service. The FAA has determined that all hubs that exhibited surface anomalies during inspection of the type observed on the accident hub are not acceptable and must be removed from service, and replaced with a serviceable part prior to further flight. This condition, if not corrected, could result in the initiation and propagation of a fatigue crack, fracture of the fan hub, uncontained engine failure, and damage to the aircraft.

The FAA is continuing the investigation and based on investigative findings, further rulemaking action may be required.

Since the unsafe condition described is likely to exist or develop on other engines of the same type design, the FAA issued priority letter AD 96-15-06 to prevent fracture of the fan hub, uncontained engine failure, and damage to the aircraft. The AD requires, prior to further flight, removal from service all affected fan hubs, Part Number (P/N) 5000501-01, identified by any of the

following Serial Numbers: T50693, T50823, T50827, R32926, R32960, P66756, and replacement with serviceable parts. The FAA determined this compliance time based on the potential severity of the aircraft hazard in the event of a fan hub failure, in conjunction with evidence of tie bolt hole surface anomalies during manufacturing inspection.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual letters issued on July 16, 1996, to all known U.S. owners and operators of PW JT8D-200 series turbofan engines. These conditions still exist, and the AD is hereby published in the Federal Register as an amendment to Section 39.13 of part 39 of the Federal Aviation Regulations (14 CFR part 39) to make it effective to all persons.

#### 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 should 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 notice must submit a self-addressed, stamped postcard on which the following