

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.*

[FR Doc. 96-20870 Filed 8-16-96; 8:45 am]

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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

statement is made: "Comments to Docket Number 96-ANE-19." The postcard will be date stamped and returned to the commenter.

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 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 USC 106(g), 40113, 44701.

#### **§ 39.13 [Amended]**

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

96-15-06 Pratt & Whitney: Amendment 39-9714. Docket 96-ANE-19.

*Applicability:* Pratt & Whitney (PW) JT8D-200 series turbofan engines incorporating affected first stage fan hubs, Part Number (P/N) 5000501-01, identified by any of the following Serial Numbers: T50693, T50823, T50827, R32926, R32960, P66756.

These engines are installed on but not limited to McDonnell Douglas MD-80 series aircraft

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 request approval for an alternative method of compliance in accordance with paragraph (b) 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 the initiation and propagation of a fatigue crack, fracture of the fan hub, uncontained engine failure, and damage to the aircraft, accomplish the following:

(a) Prior to further flight, remove from service all affected first stage fan hubs, P/N 5000501-01, identified by Serial Numbers listed in the applicability paragraph of this AD, and replace with serviceable parts.

(b) An alternative method of compliance or adjustment of 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.

(c) This amendment becomes 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 July 16, 1996, which contained the requirements of this amendment.

Issued in Burlington, Massachusetts, on August 7, 1996.

Jay J. Pardee,

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

[FR Doc. 96-21033 Filed 8-16-96; 8:45 am]

**BILLING CODE 4910-13-P**

#### **14 CFR Part 39**

[Docket No. 96-ANE-21; Amendment 39-9709, AD 96-17-01]

**RIN 2120-AA64**

#### **Airworthiness Directives; AlliedSignal Inc. Model T5313B Turboshift Engines**

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

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

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to AlliedSignal Inc. (formerly Textron Lycoming) Model T5313B turboshift engines. This action supersedes priority letter AD 96-15-07 that currently requires, prior to further flight, removal from service of all suspect second stage power turbine disks, identified by serial number, and replacement with serviceable parts. This action corrects an incorrect second stage power turbine disk serial number. This amendment is prompted by report of a typographical error in the serial number listing. The actions specified by this AD are intended to prevent possible failure of a second stage power turbine disk, uncontained engine failure, and damage to aircraft.

**DATES:** Effective September 9, 1996.

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-21, 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:** Eugene Triozzi, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7148, fax (617) 238-7199.

**SUPPLEMENTARY INFORMATION:** On July 16, 1996, the Federal Aviation Administration (FAA) issued priority letter airworthiness directive (AD) 96-15-07, applicable to AlliedSignal Inc. (formerly Textron Lycoming) Model T5313B turboshift engines, which requires prior to further flight, removal from service of all suspect second stage power turbine disks, identified by serial number, and replacement with serviceable parts. That action was prompted by a report that surplus military second stage power turbine disks, Part Number (P/N) 1-140-272-04, were used on civil aircraft. These disks were manufactured by a military parts supplier outside of a Federal Aviation Administration (FAA)-approved manufacturing quality system. When compared to parts manufactured for civil use, parts manufactured for military service may undergo different manufacturing procedures, and receive