

inspection for discrepancies of the fork end of the spring strut assembly of the forward door of the MLG, on the left and right side of the airplane; in accordance with British Aerospace Alert Service Bulletin ATP-32-85, Revision 1, dated March 20, 1998.

(1) If no discrepancy is detected, repeat the visual inspection thereafter at intervals not to exceed 1,500 flight hours until the actions specified by paragraph (b) of this AD are accomplished.

(2) If any discrepancy is detected, prior to further flight, replace the existing spring strut assembly with a new or serviceable part, in accordance with the alert service bulletin. Repeat the visual inspection thereafter at intervals not to exceed 1,500 flight hours until the actions specified by paragraph (b) of this AD are accomplished.

(b) Within 18 months after the effective date of this AD, replace the spring strut assembly of the forward door of the MLG with an improved spring strut assembly, on the left and right side of the airplane; in accordance with British Aerospace Service Bulletin ATP-32-87, dated January 29, 1998. This replacement constitutes terminating action for the requirements of this AD.

(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, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(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.

Issued in Renton, Washington, on April 24, 1998.

**Gary L. Killion,**

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

[FR Doc. 98-11561 Filed 4-30-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-ANE-59-AD]

RIN 2120-AA64

#### Airworthiness Directives; Pratt & Whitney JT8D Series Turbofan Engines

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the superseding of an existing airworthiness directive (AD), applicable to certain Pratt & Whitney (PW) JT8D series turbofan engines, that currently requires initial and repetitive inspections of the No. 7 fuel nozzle and support assembly, replacement of the No. 7 fuel nozzle and support assembly with a more leak-resistant configuration, and replacement of aluminum oil pressure and scavenge tube fittings with steel fittings. In addition, the current AD requires replacing an additional aluminum oil scavenge line bolt with a steel bolt. This action would require initial and repetitive borescope inspections for loss of fuel nozzle nut torque and nozzle support wear, and replacement or modification of the fuel nozzles at the next accessibility of the diffuser build group as terminating action to the inspections. This proposal is prompted by reports of loss of fuel nozzle nut torque and nozzle support wear. The actions specified by the proposed AD are intended to prevent loss of fuel nozzle nut torque and nozzle support wear, which could result in a fuel leak and possible engine fire.

**DATES:** Comments must be received by June 30, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-ANE-59-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be sent via the Internet using the following address: "9-ad-engineprop@faa.dot.gov". Comments sent via the Internet must contain the docket number in the subject line. Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-6600, fax (860) 565-4503. This information may be examined at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA. **FOR FURTHER INFORMATION CONTACT:** Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, telephone (781) 238-7175, fax (781) 238-7199.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested persons are invited to participate in the making of the

proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal 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 97-ANE-59-AD." The postcard will be date stamped and returned to the commenter.

#### Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-ANE-59-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

#### Discussion

On January 24, 1995, the Federal Aviation Administration (FAA) issued airworthiness directive AD 95-02-16, Amendment 39-9135 (60 FR 6654, February 3, 1995), applicable to Pratt & Whitney (PW) JT8D series turbofan engines, to require inspection of the No. 7 fuel nozzle and support assembly for evidence of fuel leakage and burning until replacement of the No. 7 fuel nozzle and support assembly with an improved sealing configuration. That AD also requires replacement of the aluminum oil tube fittings with steel fittings. In addition, that AD requires replacing an additional aluminum oil scavenge line bolt with a steel bolt. That action was prompted by reports of two uncontained engine fires due to fuel leakage from the No. 7 fuel nozzle and

support assembly, ignition of that fuel, melting of aluminum oil pressure and scavenge tube fittings that are in the proximity of the No. 7 nozzle, and augmentation of that fire with the liberated oil. That condition, if not corrected, could result in fuel leakage from the No. 7 fuel nozzle and support assembly, ignition of that leaking fuel, and liberation of oil from melted oil line fittings, which can result in an uncontained engine fire and damage to the aircraft.

Since the issuance of that AD, the FAA has received reports of loss of fuel nozzle nut torque and nozzle support wear. AD 95-02-16 mandated welding of the No. 7 fuel nozzles to the fuel nozzle support to prevent secondary fuel leakage and replacement of oil scavenge lines to a more fire resistant stainless steel. Field experience has shown that the welding of the fuel nozzle to the fuel nozzle support can cause a loss of torque on the fuel nozzle nut. The loss of torque on the fuel nozzle nut results in rotation of the nut and air scoop assembly and subsequent contact between the air scoop and the nozzle support fairing, resulting in wear through the fairing and nozzle support and eventually a secondary fuel leak. The loss of nut torque has also been reported to cause thread wear, which in some cases has resulted in liberation of the nozzle from the support after it has been removed from the engine.

The FAA has reviewed and approved the technical contents of PW Alert Service Bulletin (ASB) No. A6310, dated October 13, 1997, that describes procedures for inspections for loss of fuel nozzle nut torque and nozzle support wear, and ASB No. A6311, dated October 14, 1997, that describes procedures for replacement or modification of fuel nozzles to an improved design.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would supersede AD 95-02-16 to require initial and repetitive inspections for loss of fuel nozzle nut torque and nozzle support wear, and replacement or modification of the fuel nozzles at the next accessibility of the diffuser build group as terminating action to the inspections. The calendar end-date was determined based upon risk analysis and parts availability.

There are approximately 13,902 engines of the affected design in the worldwide fleet. The FAA estimates that 7,100 engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 0.3 work hours per

engine to accomplish the proposed inspections, and 9.2 hours to perform the proposed modifications or replacement, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$12,620 per engine to replace the nozzle and \$1,500 to modify existing nozzles. The FAA estimates that 10% of the nozzles will have to be replaced. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$18,950,000.

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting 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.

#### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 9135 (60 FR 6654, February 3, 1995) and by adding a new

airworthiness directive to read as follows:

**Pratt & Whitney:** Docket No. 97-ANE-59-AD. Supersedes AD 95-02-16, Amendment 39-9135.

**Applicability:** Pratt & Whitney (PW) Model JT8D-209, -217, -217A, -217C, -219, -1, -1A, -1B, -7, -7A, -7B, -9, -9A, -11, -15, -15A, -17, -17A, -17R, and -17AR turbofan engines incorporating the modifications described in PW Service Bulletin (SB) No. 5650, dated January 17, 1986, Alert Service Bulletin (ASB) No. A6169, Revision 4, dated June 5, 1996, or earlier revisions, or SB 6240, dated January 20, 1996, and any PW Model JT8D engine with low emissions fuel nozzle and support assemblies, Part Numbers 775485, 809137-01, 802965, 5004308-02, 5004308-032, 814358, 5004308-042 or 815658-01 installed. These engines are installed on but not limited to Boeing 727 and 737 series, and McDonnell Douglas DC-9 and MD-80 series aircraft.

**Note 1:** 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 (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.

To prevent loss of fuel nozzle nut torque and nozzle support wear, which could result in a fuel leak and possible engine fire, accomplish the following:

(a) For engines that have not incorporated modifications to the No. 7 fuel nozzle and support assembly in accordance with PW ASB No. A6169, Revision 4, dated January 20, 1996, or earlier revisions, or PW SB No. 6240, dated January 20, 1996, as of the effective date of this AD; or for engines that have not incorporated the oil scavenge tube and fitting modifications in accordance with ASB No. A6170, dated October 20, 1994, as of the effective date of this AD, accomplish the following:

(1) Inspect No. 7 fuel nozzle and support assemblies in accordance with PW ASB No. A6153, Revision 1, dated June 8, 1994, as follows:

(i) For engines that have accumulated 3,200 hours or more time in service (TIS) since last fuel nozzle and support assembly overhaul and have not received an initial inspection for fuel leakage, perform an initial inspection for fuel leakage before further flight.

(ii) For engines that have accumulated less than 3,200 hours TIS since last fuel nozzle and support assembly overhaul and have not received an initial inspection for fuel leakage, perform an initial inspection for fuel leakage

prior to accumulating 3,200 hours TIS since last fuel nozzle and support assembly overhaul.

(iii) Thereafter, inspect for fuel leakage in accordance with PW ASB A6153, Revision 1, dated June 8, 1994, at intervals not to exceed 700 hours TIS since last inspection.

(iv) Remove from service No. 7 fuel nozzle and support assemblies that exhibit evidence of fuel leakage as described in PW ASB No. A6153, Revision 1, dated June 8, 1994, and replace with the improved sealing configuration nozzle in accordance with paragraph (a)(2)(i) of this AD, as follows:

(A) Within 25 hours TIS, or 25 cycles in service (CIS), whichever occurs first, after the inspection performed in paragraph (a)(1) for aircraft with only one engine exhibiting No. 7 fuel nozzle and support assembly leakage.

(B) Prior to further flight, on aircraft with two or more engines exhibiting No. 7 fuel nozzle and support assembly leakage, remove and replace at least all but one of the leaking No. 7 fuel nozzle and support assemblies. If not replacing all leaking No. 7 fuel nozzle and support assemblies, the remaining No. 7 fuel nozzle and support assembly that exhibits leakage shall be removed and replaced in accordance with paragraph (a)(1)(iv)(A) of this AD.

(2) At the next accessibility of the diffuser build group after the effective date of the AD, but no later than July 31, 1999, accomplish the following:

(i) Replace the No. 7 fuel nozzle and support assembly in accordance with paragraph 1.B.(3) of the Accomplishment Instructions of PW ASB No. A6311, dated October 14, 1997.

(ii) Replace the aluminum pressure and scavenge oil tube fittings with steel fittings in accordance with PW ASB No. A6170, Revision 2, dated October 20, 1994.

(iii) Replacement of the following oil tubes with corresponding oil tubes that incorporate steel fittings constitutes compliance with paragraph (b)(2) of this AD:

(A) Outer internal No. 4 and 5 bearing pressure tube assembly for PW JT8D-200 series engines.

(B) Outer internal main bearing pressure tube assembly for PW JT8D-200 series engines.

(C) Main bearing pressure manifold assembly for PW JT8D-200 series engines.

(D) Front No. 4 1/2 and 6 bearing pressure tube assembly for JT8D-200 series engines.

(E) No. 4 bearing oil scavenge tube assembly for all other JT8D engines.

(F) No. 4 bearing oil pressure tube assembly for all other JT8D engines.

(G) Main bearing pressure manifold assembly for all other JT8D engines.

(3) Incorporation of the hardware required by paragraph (a)(2)(i) of this AD constitutes terminating action for the inspections required by paragraphs (a)(1) of this AD.

(b) For engines that have incorporated modifications of the No. 7 fuel nozzle and support assembly in accordance with PW ASB No. A6169, Revision 4, dated June 5, 1996, or earlier revisions, and have not incorporated the replacement of the No. 7 fuel nozzle and support assembly with a fuel nozzle and support assembly with tack welded lock tabs in accordance with PW SB

No. 6240, dated January 12, 1996, accomplish the following.

(1) Borescope inspect, remove, and replace fuel nozzle and support assemblies for nut rotation in accordance with methods, intervals and inspection criteria specified in PW ASB No. 6310, dated October 13, 1997.

(2) At the next accessibility of the diffuser build group after the effective date of the AD, but no later than [Insert 5 years after the effective date of the AD], replace the No. 7 fuel nozzle and support assembly with a welded air nozzle assembly in accordance with paragraph 1.B.(1), 1.B.(2) and 1.B.(3) of the Accomplishment Instructions of PW ASB No. A6311, dated October 14, 1997.

(3) Accomplishment of paragraph (b)(2) of this AD is terminating action to the inspections of paragraph (b)(1) of this AD.

(c) For engines that have incorporated the replacement of the No. 7 fuel nozzle and support assembly with a fuel nozzle and support assembly with tack welded lock tabs in accordance with PW SB No. 6240, dated January 12, 1996, at the next accessibility of the diffuser build group after the effective date of the AD, but no later than [insert 5 years after the effective date of the AD], replace the No. 7 fuel nozzle and support assembly with a welded air nozzle assembly in accordance with paragraph 1.A.(1), 1.A.(2) and 1.A.(3) of the Accomplishment Instructions of PW ASB No. A6311, dated October 14, 1997.

(d) For the purpose of this AD, accessibility of the diffuser build group is defined as engine maintenance that entails flange separation of the diffuser case from the combustion chamber outer case.

(e) For the purpose of this AD, fuel nozzle and support assembly overhaul is defined as disassembly of the fuel nozzle from the support assembly that entails removal of the fuel nozzle nut.

(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, Engine Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

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

Issued in Burlington, Massachusetts, on April 23, 1998.

**Jay J. Pardee,**

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

[FR Doc. 98-11559 Filed 4-30-98; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-AWP-11]

#### Proposed Modification to Class E Airspace; Ukiah, CA

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to modify the Class E airspace at Ukiah, CA, by lowering a portion of the base of controlled airspace from 9,500 feet mean sea level, (MSL) to 1,200 feet above ground level (AGL). This action is due to the proposed establishment of a new federal airway (V-607) between Mendocino and Arcata, CA. The proposed airway, if adopted, will have a minimum enroute altitude of 9,000 feet MSL. A review of airspace classification has made this action necessary in order to achieve compliance with criteria stated in FAA Order 7400.2D. The intended effect of this proposal is to ensure that the Class E airspace at Ukiah, CA will be of sufficient size to contain V-607.

**DATES:** Comments must be received on or before June 1, 1998.

**ADDRESSES:** Send comments on the proposal in triplicate to: Federal Aviation Administration, Attn: Manager, Airspace Branch, AWP-520, Docket No. 98-AWP-11, Air Traffic Division, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009.

The official docket may be examined in the Office of the Assistant Chief Counsel, Western-Pacific Region, Federal Aviation Administration, Room 6007, 15000 Aviation Boulevard, Lawndale, California 90261.

An informal docket may also be examined during normal business hours at the Office of the Manager, Airspace Branch, Air Traffic Division at the above address.

**FOR FURTHER INFORMATION CONTACT:** Larry Tonish, Airspace Specialist, Airspace Branch, AWP-520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, CA 90261, telephone (310) 725-6539.

#### SUPPLEMENTARY INFORMATION:

#### Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments, as they may desire.