

and

- "The minimum crew required is two pilots."

Note 2: Fairchild Service Letter 226-SL-017, Fairchild Service Letter 227-SL-033, and Fairchild Service Letter CC7-SL-023, all FAA Approved: August 26, 1998; Revised: September 2, 1998; address the subject matter of this AD.

Note 3: The prior to further flight compliance time of paragraph (a) of this AD is being retained from AD 98-19-15. The only substantive difference between this AD and AD 98-19-15 is the addition of the alternative method of compliance referenced in paragraph (c) of this AD.

(b) Incorporating the AFM revision, as specified in paragraph (a) of this AD, may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

Note 4: This AD does not affect AD 97-23-01, Amendment 39-10188 (62 FR 5922, November 3, 1997). AD 97-23-01 still applies to all SA226 and SA227 series airplanes equipped with either Barber-Colman or Simmonds-Precision pitch trim actuators. AD 97-23-01 will be superseded to cover the improved design pitch trim actuators referenced in paragraphs (c)(1), (c)(2), and (c)(3) of this AD. AD 97-23-01 requires the following:

- repetitively measuring the freeplay of the pitch trim actuator and repetitively inspecting the actuator for rod slippage or ratcheting;
- immediately replacing any actuator if certain freeplay limitations are exceeded or rod slippage or ratcheting is evident; and
- eventually replacing the Simmonds-Precision actuators regardless of the inspection results.

(c) As an alternative method of compliance to the requirements of this AD, replace each of the P/N 27-19008-001/-004 or P/N 27-19008-002/-005 Barber-Colman pitch trim actuators with one of the following, or FAA-approved equivalent part number:

(1) Barber-Colman P/N 27-19008-006 or P/N 27-19008-007 pitch trim actuators. Procedures to install these pitch trim actuators are contained in Fairchild Service Bulletin 226-27-064, Fairchild Service Bulletin 227-27-046, and Fairchild Service Bulletin CC7-27-015. All airplane models are eligible for this installation and airplane models vary by service bulletin;

(2) Simmonds-Precision P/N DL5040M5 or P/N DL5040M6 pitch trim actuators. All airplane models are eligible for this installation. Procedures to install these pitch trim actuators for the Models SA227-CC and SA227-DC airplanes are contained in Fairchild Service Bulletin CC7-27-014, and are contained in engineering data for all other models (contact Fairchild); or

(3) Simmonds-Precision P/N DL5040M8 pitch trim actuators. Procedures to install these pitch trim actuators are contained in Fairchild Service Bulletin 227-27-045,

Fairchild Service Bulletin 226-27-063, and Fairchild Service Bulletin CC7-27-013. All airplane models are eligible for this installation and airplane models vary by service bulletin.

(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.

(e) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Fort Worth Airplane Certification Office (ACO), FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

(2) Alternative methods of compliance approved in accordance with AD 98-19-15 are considered approved as alternative methods of compliance for this AD.

Note 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth ACO.

(f) All persons affected by this directive may obtain copies of the documents referred to herein upon request to Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490; or may examine these documents at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(g) This amendment revises AD 98-19-15, Amendment 39-10794.

Issued in Kansas City, Missouri, on September 15, 1999.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-24767 Filed 9-22-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-ANE-80-AD]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney JT8D-209, -217, -217A, -217C, and -219 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to Pratt & Whitney (PW) JT8D-209, -217, -217A, -217C, and -219 series turbofan

engines. The proposed AD would require inspection of the 3rd stage and 4th stage low pressure turbine (LPT) blades for shroud notch wear and replacement of the blade if wear limits are exceeded. This proposal is prompted by a report of an uncontained blade failure. The actions specified by the proposed AD are intended to prevent an uncontained blade failure that could result in damage to the airplane.

DATES: Comments must be received by November 22, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-ANE-80-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be sent via the Internet using the following address: "9-ane-adcomment@faa.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) 565-8770, 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, 12 New England Executive Park, Burlington, MA 01803-5299; 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 98-ANE-80-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRM's

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. 98-ANE-80-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

Background Information

The Federal Aviation Administration (FAA) has received numerous reports of JT8D 3rd and 4th stage low pressure turbine (LPT) blade failures. In one instance, the debris from the failure was not contained within the engine case. The primary cause of the 3rd and 4th stage LPT blade failures is metal fatigue, which occurs when the blade shroud notches wear. The FAA is aware of several approaches to managing LPT shroud notch wear that are currently incorporated into operators' approved maintenance plans and offer an equivalent level of safety to the inspections of service bulletin (SB) 6224. It is not the intent of this AD to change successful blade management programs but to institute blade management programs where they do not exist. Operators, who have determined that their current blade management program offers a level of safety that is equivalent to SB 6224, are encouraged to submit their current blade management program to the FAA for approval under the provisions of paragraph (c) of this AD. The actions proposed for this AD are to inspect the LPT blades for shroud wear and to remove excessively worn blades prior to the onset of fatigue. This condition, if not corrected, could result in an uncontained blade failure that could result in damage to the airplane.

Service Information

The FAA has reviewed and approved the technical contents of Pratt & Whitney (PW) SB 6224, Revision 2, dated August 27, 1998, that describes procedures for visual inspection of the

3rd stage and 4th stage LPT blades for shroud notch wear.

Proposed Requirements

Since an unsafe condition has been identified that is likely to exist or develop on other JT8D-209, -217, -217A, -217C and -219 model engines of the same type design, the proposed AD would require inspection of the 3rd stage and 4th stage LPT blades on JT8D-209, -217, and -217A model engines and 4th stage LPT blades on JT8D-217C and -219 model engines for premature notch wear. The actions must be accomplished in accordance with the SB described previously.

Cost Impact

There are approximately 2631 PW JT8D-209, -217, -217A, -217C, and -219 series turbofan engines of the affected design in the worldwide fleet. The FAA estimates that 1,279 engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 1 work hour per engine to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. There are no required parts. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$76,740.

Regulatory Impact

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 adding the following new airworthiness directive:

Pratt & Whitney: Docket No. 98-ANE-80-AD.

Applicability: Pratt & Whitney JT8D-209, -217, -217A, -217C, and -219 series turbofan engines installed on, but not limited to McDonnell Douglas MD-80 series airplanes.

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 (c) 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 an uncontained blade failure that could result in damage to the airplane, accomplish the following:

Inspection

(a) For JT8D-209, -217, and -217A engines, perform the 3rd and 4th stage low pressure turbine (LPT) blade torque inspections in accordance with the intervals and procedures described in PW service bulletin (SB) 6224, Revision 2, dated August 27, 1998, Accomplishment Instructions, Part 1, A(1) through B(3).

(b) For JT8D-217C and -219 engines, perform the 4th stage LPT blade torque inspection in accordance with the intervals and procedures described in PW SB 6224, Revision 2, dated August 27, 1998, Accomplishment Instructions, Part 2, C(1) through C(3).

Alternate Method 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, Engine Certification Office. Operators shall submit their request 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.

Special Flight Permits

(d) Special flight permits may be issued in accordance with §§ 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 September 16, 1999.

Donald E. Plouffe,

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

[FR Doc. 99-24789 Filed 9-22-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NE-32-AD]

RIN 2120-AA64

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to Pratt & Whitney JT8D-200 series turbofan engines. This proposal would require initial and repetitive fluorescent magnetic particle inspections or fluorescent penetrant inspections of the combustion chamber outer case (CCOC) for cracks, and, if necessary, replacement with serviceable parts. Also, this AD would require a one-time boss material verification, and, if necessary, replacement with serviceable parts. Finally, this AD would require replacement of CCOCs with welded-on bosses with improved, one-piece CCOCs. Installation of the one-piece CCOC would constitute terminating action to the inspection requirements of this AD. This proposal is prompted by reports of fatigue cracks originating at the weld joining the drain boss to the CCOC. The actions specified by the

proposed AD are intended to prevent CCOC cracks, which could result in an uncontained engine failure and damage to the airplane.

DATES: Comments must be received by November 22, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-NE-32-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be sent via the Internet using the following address:

“9_ane_adcomment@faa.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:

Chris Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; 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 99-NE-32-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. 99-NE-32-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

The Federal Aviation Administration (FAA) has received reports of combustion chamber outer case (CCOC) cracks on Pratt & Whitney (PW) JT8D-209, -217, -217A, -217C, and -219 series turbofan engines. In one incident, a PW JT8D-219 engine installed on a McDonnell Douglas MD-80 series aircraft suffered an uncontained engine failure soon after takeoff, sustaining substantial damage to the engine cowl with some minor damage to the fuselage. The investigation revealed fatigue cracks originating at the weld joining a drain boss to the combustion chamber outer case (CCOC), which subsequently ruptured. This condition, if not corrected, could result in CCOC cracks, which could result in an uncontained engine failure and damage to the airplane.

Service Documents

The FAA has reviewed and approved the technical contents of: PW Alert Service Bulletin (ASB) No. A6359, Revision 1, dated July 30, 1999, that describes procedures for fluorescent magnetic particle inspections (FMPI) or fluorescent penetrant inspections (FPI) of certain CCOC bosses for cracks, and a one-time boss material verification of certain CCOCs identified by serial number (S/N); and PW Service Bulletin (SB) No. 6291, dated July 9, 1997, that describes procedures for replacement of CCOCs with welded-on bosses with improved, one-piece CCOCs.

Proposed Actions

Since an unsafe condition has been identified that is likely to exist or develop on other engines of this same type design, the proposed AD would require initial and repetitive FMPI or FPI of the certain CCOC bosses for cracks, and, if necessary, replacement with serviceable parts. Also, this AD would require a one-time boss material