

warmers and the composite floor boards, which could result in outgassing of the faceply material of the composite floorboards, and consequent smoke in the cockpit, accomplish the following:

Circuit Breaker Deactivation and Collar Installation

(a) Within 25 flight hours after the effective date of this AD, pull the FOOT WARM circuit breaker located on the copilot's circuit breaker panel, and install a collar on the FOOT WARM circuit breaker, per Learjet Alert Service Bulletin SB A45-21-14, dated May 3, 2002.

Alternative Methods of Compliance

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

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

Special Flight Permits

(c) 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.

Incorporation by Reference

(d) The actions shall be done in accordance with Learjet Alert Service Bulletin SB A45-21-14, dated May 3, 2002. 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 Learjet, Inc., One Learjet Way, Wichita, Kansas 67209-2942. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(e) This amendment becomes effective on September 12, 2002.

Issued in Renton, Washington, on August 20, 2002.

Vi L. Lipski,

Manager, Transport Airplane Directorate,
Aircraft Certification Service.

[FR Doc. 02-21707 Filed 8-27-02; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-ANE-30-AD; Amendment 39-9738; AD 96-18-14]

RIN 2120-AA64

Airworthiness Directives; Hartzell Propeller Inc. HC-A3V, HC-B3M, HC-B3T, HC-B4M, HC-B4T, and HC-B5M Series Propellers; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Correcting amendments.

SUMMARY: This document contains corrections to the final airworthiness directive (AD), which was published in the *Federal Register* on September 11, 1996, (61 FR 47809). The regulations related to Hartzell Propeller Inc. HC-A3V, HC-B3M, HC-B3T, HC-B4M, HC-B4T, and HC-B5M series propellers blade inspection and replacement.

EFFECTIVE DATE: October 16, 1996.

FOR FURTHER INFORMATION CONTACT:

Tomaso DiPaolo, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 E. Devon Ave., Des Plaines, IL 60018; telephone (847) 294-7031; fax (847) 294-7834.

SUPPLEMENTARY INFORMATION:

Background

The final AD 96-18-14 that is the subject of these corrections affects owners and operators of Hartzell Propeller Inc. HC-A3V, HC-B3M, HC-B3T, HC-B4M, HC-B4T, and HC-B5M series propellers who are required to perform hub replacements over a 10-year time frame with a concurrent blade and blade clamp inspection.

Need for Correction

As published, AD 96-18-14 (61 FR 47809, September 11, 1996) contains errors that may prove to be misleading and need to be clarified.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Accordingly, 14 CFR part 39 is corrected by making the following correcting amendments:

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 [Corrected]

2. Amend AD 96-18-14 in the Compliance section as follows:

a. Revise paragraph (c)(3) as set forth below; and

b. In Table 1 at the end of paragraph (c)(5), in the entry for Hub Model Number HC-B4MP-3, under the column heading "Sept. 2002", revise "1394-3033" to read "1394-2034", and in the entry for Hub Model Number HC-B5MP-5, under the column heading "March 2002", remove "5-6", and under the column heading "Sept. 2002", remove "7-8".

96-18-14 Hartzell Propeller Inc.:

Amendment 39-9738, Docket No. 95-ANE-30.

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Compliance: * * *

(c) * * *

(3) The two-letter prefix of some existing propeller hub serial numbers may be followed by a third letter 'A.' The presence or absence of this letter has no significance in determining compliance.

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Issued in Burlington, MA, on August 20, 2002.

Jay J. Pardee,

Manager, Engine and Propeller Directorate,
Aircraft Certification Service.

[FR Doc. 02-21831 Filed 8-27-02; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-ANE-48-AD; Amendment 39-12867; AD 2002-17-02]

RIN 2120-AA64

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), that is applicable to certain Pratt & Whitney JT8D series turbofan engines. That AD currently requires revisions to the Time Limits Section (TLS) of the manufacturer's Engine Manuals (EM's) to include required enhanced inspection of selected critical life-limited parts at each piece-part exposure. This amendment requires modification of the airworthiness limitations section of the manufacturer's manual and an air carrier's approved continuous airworthiness maintenance program to incorporate additional inspection