

that the average labor rate is \$60 per work hour. The FAA also estimates that the parts modification will cost \$1,020 per engine, which includes a manufacturer's discount of \$1,700 per engine. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$2,376,000.

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. § 39.13 is amended by removing Amendment 39-9270 (60 FR 31388, June 15, 1995) and by adding a new airworthiness directive, Amendment 39-9821, to read as follows:

96-23-15 Pratt & Whitney: Amendment 39-9821. Docket 96-ANE-02. Supersedes AD 95-12-19, Amendment 39-9270.

Applicability: Pratt & Whitney (PW) Models JT8D-209, -217, -217A, -217C, and -219 turbofan engines that have not

incorporated PW Service Bulletin (SB) No. 6193, dated October 31, 1994, or with fan blade, Part Numbers (P/N's) 798821, 798821-001, 808121, 808121-001, 809221, 811821, 851121, 851121-001, 5000021-02, 5000021-022, and 5000021-032 installed. These engines are installed on but not limited to McDonnell Douglas 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 fan blade failure, which can result in damage to the aircraft, accomplish the following:

(a) Inspect fan blades and shrouds, unlock fan blade shrouds, lubricate fan blade shrouds, restore leading edge dimensions, and modify or install improved design fan blades in accordance with the schedule and procedures described in Parts 1, 2, and 3 of the Accomplishment Instructions of PW Alert Service Bulletin (ASB) No. A6241, dated January 25, 1996.

(b) Modification of fan blades to the improved design configuration or installation of improved design fan blades in accordance with Part 3 of the Accomplishment Instructions of PW ASB No. A6241, dated January 25, 1996, constitutes terminating action to the inspections and maintenance actions described in Parts 1 and 2 of that ASB.

(c) For the purpose of this AD, the accomplishment effective date to be used for determination of compliance intervals, as required by Section 2 of PW ASB No. A6241, dated January 25, 1996, is defined as the effective date of this AD.

(d) For the purpose of this AD, "repair" as specified in Part 3, Paragraph A.(1)(b) of the Accomplishment Instructions of PW ASB No. A6241, dated January 25, 1996, is defined as the refurbishment of fan blades in accordance with Part 3, Paragraph C of the Accomplishment Instructions of PW ASB No. A6241, dated January 25, 1996.

(e) Alternative methods of compliance that have been approved for AD 95-12-19 are applicable for this AD and additional approval is not required.

(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. 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 2: Information concerning the existence of approved alternative method of compliance with this AD, 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.

(h) The actions required by this AD shall be done in accordance with the following Pratt & Whitney ASB:

Document No.	Pages	Revision	Date
A6241	1-14	Original.	January 25, 1996.

Total pages: 14.

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 Pratt & Whitney, Publication Department, Supervisor Technical Publications Distribution, M/S 132-30, 400 Main St., East Hartford, CT 06108; telephone (860) 565-7700, fax (860) 565-4503. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on January 2, 1997.

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

James C. Jones,

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

[FR Doc. 96-30096 Filed 11-29-96; 8:45 am]

BILLING CODE 4910-13-U

### 14 CFR Part 39

[Docket No. 93-ANE-79; Amendment 39-9820; AD 96-23-14]

RIN 2120-AA64

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes two existing airworthiness directives (ADs), applicable to Pratt & Whitney (PW) JT8D series turbofan engines, that currently require repetitive eddy current, fluorescent penetrant, or visual inspections for cracks in the rear flange, and ultrasonic, fluorescent penetrant, or fluorescent magnetic penetrant inspections for cracks in the PS4 boss, and drain bosses of the

combustion chamber outer case (CCOC); and an additional inspection of the CCOC rear flange for intergranular cracking. This amendment requires reducing the rear flange inspection interval for CCOCs when only the aft face of the rear flange has been inspected, and introducing an improved ultrasonic probe assembly. In addition, this amendment introduces a rotating eddy current probe for shop inspections in which the case is removed from the engine. Also, this amendment eliminates fluorescent penetrant inspection (FPI), fluorescent magnetic particle inspection (FMPI), and visual inspections from hot section disassembly level inspection procedures. This amendment is prompted by reports of crack origins in the forward face of the rear flange that could not be detected by the inspection methods for installed CCOC's that were mandated in the current ADs. The actions specified by this AD are intended to prevent uncontained engine failure, inflight engine shutdown, engine cowl release, and airframe damage.

**DATES:** Effective January 2, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 2, 1997.

**ADDRESSES:** The service information referenced in this AD 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 Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA 01803-5299; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

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

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding airworthiness directive (AD) 87-11-07 R1, Amendment 39-6360 (54 FR 46045, November 1, 1989), which is applicable to Pratt & Whitney (PW) JT8D series turbofan engines, was published in the Federal Register on March 15, 1994 (59 FR 11942). That action proposed to require to reduce the

inspection interval in AD 87-11-07 R1 for combustion chamber outer cases (CCOCs) that have had only the aft face of the rear flange inspected and introduced an improved ultrasonic probe assembly.

On May 22, 1996 (61 FR 28114, June 4, 1996), the Federal Aviation Administration (FAA) issued a Supplementary NPRM, that revised the earlier NPRM by proposing to simplify the compliance instructions and incorporate a new PW Alert Service Bulletin (ASB). That Supplemental NPRM also revised the earlier NPRM by introducing new non-destructive inspection procedures (NDIPs), and introducing a rotating eddy current probe for shop inspections in which the case is removed from the engine. In addition, the Supplemental NPRM eliminated fluorescent penetrant inspection (FPI), fluorescent magnetic particle inspection (FMPI), and visual inspections from hot section disassembly level inspection procedures. The Supplemental NPRM also revised the earlier NPRM by consolidating the inspection requirements of an additional current AD, 95-08-15, into the proposed AD.

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

One commenter states that the effective date for the borescope inspection required by paragraph (a) of this AD should be the same as the effective date of AD 95-08-15. The proposed AD would supersede AD 95-08-15, therefore the borescope inspection intervals have already been initiated to comply with AD 95-08-15. The FAA concurs. The FAA has revised the accomplishment effective date in this final rule from the effective date of this AD to May 9, 1995, which is the effective date of AD 95-08-15.

One commenter states that the PW JT8D-7B engine model was omitted from the applicability section of the proposed rule, but was included in the ADs to be superseded. The FAA concurs and has revised this final rule accordingly.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

The FAA estimates that 6,815 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 4.5 work hours per engine to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$1,840,050.

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 removing amendment 39-6360 (54 FR 46045, November 1, 1989) and amendment 39-9204 (60 FR 20019, April 24, 1995), and by adding a new

airworthiness directive, Amendment 39-9820, to read as follows:

96-23-14 Pratt & Whitney: Amendment 39-9820. Docket 93-ANE-79. Supersedes AD 87-11-07 R1, Amendment 39-6360, AD 87-11-07, Amendment 39-5619, and AD 95-08-15, Amendment 39-9204.

**Applicability:** Pratt & Whitney (PW) Models JT8D-1, -1A, -1B, -7, -7A, -7B, -9, -9A, -11, -15, -15A, -17, -17A, -17R, and -17AR turbofan engines, with combustion chamber outer case (CCOC) part numbers (P/Ns) 490547, 542155, 616315, 728829, 728829-001, 730413, 730413-001, 730414, 730414-001, 767197, 767279, 767279-001 installed. These engines are installed on but not limited to Boeing 737 and 727 series, and McDonnell Douglas DC-9 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 (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 CCOC flange cracks that could result in uncontained engine failure, inflight engine shutdown, engine cowl release, and airframe damage, accomplish the following:

(a) Inspect, disposition, and report CCOC distress, in accordance with the intervals and procedures described in Paragraphs 2.A and 2.C of PW Alert Service Bulletin (ASB) No. A6202, Revision 1, dated January 4, 1996. Reporting requirements have been approved by the Office of Management and Budget and assigned OMB control number 2120-0056.

(1) For the purposes of this AD, the accomplishment effective date to be used for determination of inspection intervals, as required by Section 2.A of PW ASB A6202, Revision 1, dated January 4, 1996, is defined as May 9, 1995, which is the effective date of AD 95-08-15.

(b) Inspect, disposition, and report CCOC distress in accordance with the intervals and

procedures described in Paragraphs 2.A. (Part I), 2.B. (Part II), and 2.D of PW ASB No. A6228, dated November 7, 1995. Reporting

requirements have been approved by the Office of Management and Budget and assigned OMB control number 2120-0056.

(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. 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 2: Information concerning the existence of approved alternative method of compliance with this AD, if any, may be obtained from the Engine Certification Office.

(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.

(e) The actions required by this AD shall be done in accordance with the following Pratt & Whitney ASBs and NDIP documents:

Document No.	Pages	Revision	Date
A6202 .....	1-10	1 .....	Jan. 4, 1996.
NDIP-835 .....	11	Original .....	Feb. 20, 1995.
Total pages: 28.	1-17	A .....	Oct. 7, 1995.
A6228 .....	1-31	Original .....	Nov. 7, 1995.
NDIP-620 .....	1-15	A .....	Oct. 7, 1995.
NDIP-691 .....	1-20	B .....	Oct. 7, 1995.
NDIP-781 .....	1-21	Original .....	Oct. 7, 1995.
NDIP-795 .....	1-20	Original .....	Oct. 7, 1995.
NDIP-829 .....	1-14	Original .....	Oct. 7, 1995.
NDIP-834 .....	1-19	A .....	Oct. 7, 1995.
NDIP-856 .....	1-42	Original .....	Oct. 7, 1993.
Total pages: 182.			

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 Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-6600, fax (860) 565-4503. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on January 2, 1997.

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

James C. Jones,

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

[FR Doc. 96-30127 Filed 11-29-96; 8:45 am]

BILLING CODE 4910-13-U

## SECURITIES AND EXCHANGE COMMISSION

### 17 CFR Part 240

[Release No. 34-37972; File No. S7-30-95]

RIN 3235-AG66

### Order Execution Obligations

**AGENCY:** Securities and Exchange Commission.

**ACTION:** Final Rule; Revised Compliance Dates.

**SUMMARY:** The Securities and Exchange Commission is revising, for certain over-the-counter ("OTC") securities, the compliance dates required by the recent adoption of Rule 11Ac1-4, the "Display Rule," which generally requires OTC market makers and exchange specialists to display customer limit orders.

**DATES:** The effective date for Rule 11Ac1-4 adopted by the Securities and

Exchange Commission, and published on September 12, 1996 (61 FR 48290) remains January 10, 1997. Effective December 2, 1996, the compliance date to require the display of customer limit orders in only 50 of the 1,000 most actively traded OTC securities is January 10, 1997. The new compliance date for an additional 100 of these 1,000 securities is January 31, 1997, and the compliance date for the remaining 850 most actively traded securities is February 21, 1997. The remainder of the compliance dates are unchanged.

**FOR FURTHER INFORMATION CONTACT:** David Oestreicher, Special Counsel, (202) 942-0158, Division of Market Regulation, Securities and Exchange Commission, 450 Fifth Street, NW., Mail Stop 5-1, Washington, DC 20549.

**SUPPLEMENTARY INFORMATION:** On August 28, 1996, the Securities and Exchange Commission ("Commission") adopted