

were manufactured or repaired from August 1996 through July 1997; utilized in aircraft that are certificated in any category.

**Note 1:** These Puritan-Bennett cone and seal assemblies, part numbers 210543 and 210543-01, may be attached to the following part number Puritan-Bennett sweep-on crew oxygen masks:

114321-01, 114321-15, 114321-16, 114322-01, 114322-02, 114322-03, 114322-05, 114323-01, 114622-01, 114622-02, 114623-01, 114623-02

**Note 2:** This AD applies to each aircraft equipped with a cone and seal assembly that is identified in the preceding applicability provision, regardless of whether the aircraft has been modified, altered, or repaired in the area subject to the requirements of this AD. For aircraft 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 (d) 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 within the next 7 days after the effective date of this AD, unless already accomplished.

To prevent failure of the ultrasonic weld on the cone and seal assembly of the oxygen mask with consequent reduced oxygen flow through the mask, which could result in the crew not being able to obtain oxygen in an emergency situation, accomplish the following:

(a) Replace any cone and seal assembly referenced in the Applicability section of this AD with an FAA-approved assembly not covered by this AD.

(b) As of the effective date of this AD, no person may equip an aircraft with any Puritan-Bennett cone and seal assembly, part numbers 210543 and 210543-01, that were manufactured or repaired between August 1996 and July 1997.

**Note 3:** Puritan-Bennett Service Bulletin No. 3500-97-14, dated August 7, 1997, specifies identification and replacement of the part numbers 210543 and 210543-01 cone and seal assemblies.

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

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

**Note 4:** Information concerning the existence of approved alternative methods of

compliance with this AD, if any, may be obtained from the Wichita ACO.

(e) All persons affected by this directive may obtain copies of the document referred to herein upon request to Puritan-Bennett Aero Systems Co., 10800 Pflumm Road, Lenexa, Kansas 66215; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(f) This amendment (39-10113) becomes effective on September 22, 1997.

Issued in Kansas City, Missouri, on August 19, 1997.

**Terry L. Chasteen,**

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

[FR Doc. 97-22638 Filed 8-25-97; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-ANE-08; Amendment 39-10106; AD 97-17-04]

RIN 2120-AA64

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

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to Pratt & Whitney JT8D-200 series turbofan engines, that currently requires cleaning of front compressor front hubs (fan hubs); initial and repetitive eddy current (ECI) and fluorescent penetrant inspections (FPI) of tierod and counterweight holes for cracks; removal of bushings; the cleaning and ECI and FPI of bushed holes for cracks; and, if necessary, replacement with serviceable parts. In addition, the current AD requires reporting the findings of cracked fan hubs. This amendment does not change the current AD's inspection procedures, or the effectivity date that starts the cycle count for the initial inspection schedules. This AD does, however, add an additional inspection schedule that requires the initial inspection of certain fan hubs with standard drilled holes and coolant channel drilled (CCD) holes to occur earlier than the existing AD requires. Also, this AD requires reporting the results of the initial fan hub inspections. This amendment is prompted by additional investigation since publication of the current AD that reveals that certain fan hubs with

standard drilled holes and CCD holes may be more susceptible to cracking. The actions specified by this AD are intended to prevent fan hub failure due to tierod, counterweight, or bushed hole cracking, which could result in an uncontained engine failure and damage to the aircraft.

**DATES:** Effective September 30, 1997.

The incorporation by reference of certain publications listed in the regulations was previously approved by the Director of the Federal Register as of March 5, 1997 (62 FR 4902, February 3, 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:** Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7175, fax (617) 238-7199.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 97-02-11, Amendment 39-9896 (62 FR 4902, February 3, 1997), applicable to Pratt & Whitney (PW) JT8D-200 series turbofan engines, was published in the **Federal Register** on February 24, 1997 (62 FR 8198), and a correction to a printing error in a table was published on March 31, 1997 (62 FR 15225). That action proposed to require cleaning, initial and repetitive eddy current inspections (ECI) and fluorescent penetrant inspections (FPI) for cracks of tierod and counterweight holes; removal of bushings; the cleaning and initial and repetitive ECI and FPI of bushed holes for cracks; and, if necessary, replacing with serviceable parts.

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

Three commenters state that the March 5, 1997, date to begin counting cycles is objectionable, as a retroactive date is unenforceable. The FAA concurs in part. The March 5, 1997, date is supported by a safety risk analysis, but basing the cyclic count on this date

would require immediate removal of parts not in compliance at the effective date of this AD. However, the FAA has reviewed a new risk analysis that uses the effective date of this AD to begin the cyclic count for fan hubs added to Table 2 of this AD. This final rule has been revised by changing the compliance time to "315 cycles from the effective date of this AD". This new date should prevent any fan hubs from being out of compliance at the date of final rule publication. It does not, however, extend the compliance time for those fan hubs that were previously included in AD 97-02-11 and are now listed in Table 2 of this AD. Fan hubs previously included in AD 97-02-11 must perform initial inspections to the more conservative compliance times.

One group of commenters object to the monthly reporting requirements required in the proposed rule, as these requirements are burdensome and do not contribute to safety. The FAA does not concur. The reports received from these inspections are used to validate the assumptions used in the safety risk analysis and are critical to the safety assessment of the inspection program.

One commenter states that alternative methods of compliance (AMOCs) approved in the current AD should be included in this superseded AD. The FAA concurs and has added a statement to this final rule that approves AMOCs from AD 97-02-11 as acceptable for this AD.

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.

There are approximately 2,624 engines of the affected design in the worldwide fleet. The FAA estimates that 1,279 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take 20 work hours per engine for 360 engines to disassemble, remove, inspect, and reassemble engines, and 4 work hours per engine for 919 engines to inspect at piece-part

exposure, 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 \$862,560.

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 39-9896 (62 FR

4902, February 3, 1997) and by adding a new airworthiness directive to read as follows:

**97-17-04 Pratt & Whitney:** Amendment 39-10106. Docket 97-ANE-08. Supersedes AD 97-02-11, Amendment 39-9896.

**Applicability:** Pratt & Whitney JT8D-209, -217, -217C, and -219 series turbofan engines with front compressor front hub (fan hub), Part Number (P/N) 5000501-01, 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 (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 fan hub failure due to tierod, counterweight, or bushed hole cracking, which could result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) Inspect fan hubs for cracks in accordance with the Accomplishment Instructions, Paragraph A, Part 1, and, if applicable, Paragraph B, of PW ASB No. A6272, dated September 24, 1996, as follows:

(1) For fan hubs identified by Serial Numbers (S/Ns) in Table 2 of this AD, after the fan hub has accumulated more than 4,000 cycles since new (CSN), as follows:

(i) Initially inspect within 315 cycles in service (CIS) from the effective date of this AD, or 4,315 CSN, whichever occurs later.

(ii) Thereafter, reinspect after accumulating 2,500 CIS since last inspection, but not to exceed 10,000 CIS since last inspection.

(2) For fan hubs identified by S/Ns in Appendix A of PW ASB No. A6272, dated September 24, 1996, after the fan hub has accumulated more than 4,000 CSN, as follows:

(i) Select an initial inspection interval from Table 1 of this AD, and inspect accordingly.

TABLE 1

Initial inspection	Reinspection
1. Within 1,050 cycles in service (CIS) after the effective date of AD 97-02-11, March 5, 1997, or prior to accumulating 5,050 CSN, whichever occurs later;	After accumulating 2,500 CIS since last inspection, but not to exceed 6,000 CIS since last inspection.
OR	
2. Within 990 CIS after the effective date of AD 97-02-11, March 5, 1997, or prior to accumulating 4,990 CSN, whichever occurs later;	After accumulating 2,500 CIS since last inspection, but not to exceed 8,000 CIS since last inspection.

TABLE 1—Continued

Initial inspection	Reinspection
OR	
3. Within 965 CIS after the effective date of AD 97-02-11, March 5, 1997, or prior to accumulating 4,965 CSN, whichever occurs later.	After accumulating 2,500 CIS since last inspection, but not to exceed 10,000 CIS since last inspection.

TABLE 2.—HUBS WITH TRAVELER NOTATIONS

Non CCD	Non CCD	Non CCD	Non CCD	CCD Hub	CCD Hub	CCD Hub
M67663	M67802	P66880	S25545	P66747	R33099	S25292
M67671	M67812	P66885	S25558	P66756	R33107	S25299
M67675	M67826	R32732	S25564	P66800	R33113	S25301
M67681	M67829	R32733	S25598	P66814	R33124	S25302
M67685	M67830	R32735	S25618	P66819	R33131	S25308
M67686	M67831	R32740	S25621	P66831	R33132	S25312
M67687	M67832	R32741	S25637	R32767	R33133	S25316
M67697	M67834	R32810	S25640	R32787	R33136	S25323
M67700	M67843	R32849	T50693	R32792	R33152	S25334
M67706	M67849	R32850	T50752	R32795	R33157	S25335
M67710	M67858	S25222	T50785	R32796	R33163	S25337
M67712	M67866	S25464	T50791	R32800	R33165	S25344
M67713	M67868	S25481	T50792	R32807	R33168	S25369
M67714	M67869	S25483	T50819	R32856	R33171	S25377
M67715	M67872	S25484	T50823	R32860	R33173	S25378
M67716	M67888	S25486	T50827	R32870	R33180	S25381
M67717	N71771	S25488	T50874	R32883	R33181	S25394
M67722	N71804	S25489	T50875	R32905	R33189	S25399
M67723	N71806	S25490	T51058	R32926	R33194	S25402
M67725	N71810	S25491	T51104	R32930	R33198	S25406
M67726	N71811	S25492		R32952	R33201	S25411
M67730	N71875	S25494		R32964	R33202	S25413
M67731	N71876	S25495		R32966	R33207	S25414
M67746	N71921	S25497		R32971	S25193	S25415
M67751	N71965	S25498		R32976	S25195	S25418
M67753	N72062	S25499		R32981	S25207	S25419
M67764	N72126	S25500		R32990	S25208	S25421
M67765	N72152	S25501		R32994	S25221	S25422
M67784	N72162	S25502		R33000	S25229	S25430
M67791	N72207	S25505		R33004	S25238	S25437
M67792	N72216	S25506		R33040	S25246	S25439
M67793	N72219	S25507		R33055	S25248	S25449
M67794	N72242	S25508		R33059	S25250	R33186
M67795	P66693	S25509		R33077	S25256	S25528
M67796	P66695	S25514		R33080	S25262	
M67797	P66696	S25529		R33082	S25268	
M67798	P66698	S25532		R33086	S25278	
M67799	P66699	S25541		R33087	S25287	
M67800	P66737	S25543		R33089	S25288	
M67801	P66753	S25544		R33090		

(ii) Thereafter, reinspect at intervals that correspond to the selected inspection interval.

(3) If a fan hub is identified in both Table 2 of this AD and Appendix A of PW ASB No. A6272, dated September 24, 1996, inspect in accordance with paragraph (a)(1) or (a)(2) of this AD, whichever occurs first.

(4) For fan hubs with S/Ns not listed in Table 2 of this AD or in Appendix A of PW ASB No. A6272, dated September 24, 1996, after the fan hub has accumulated more than 4,000 CSN, inspect the next time the fan hub is in the shop at piece-part level, but not to exceed 10,000 CIS after March 5, 1997.

(5) Prior to further flight, remove from service fan hubs found cracked or that exceed the bushed hole acceptance criteria described in PW ASB No. A6272, dated September 24, 1996.

(b) Report the number of completed inspections on a monthly basis and report findings of cracked fan hubs in accordance with Accomplishment Instructions, Paragraph F, of Attachment 1 to PW ASB No. A6272, dated September 24, 1996, within 48 hours after inspection to Robert 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; Internet: Robert.Guyotte@faa.dot.gov. 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. Operators shall forward their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office. Alternative methods of compliance approved for AD 97-02-11 are also considered approved for this AD.

**Note 2:** Information concerning the existence of approved alternative methods 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 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.

(e) The actions required by this AD shall be done in accordance with the following PW ASB:

Document No.	Pages	Date
A6272 .....	1-21 Original.	September 24, 1996.
NDIP-892 .....	1-30 A .....	September 15, 1996.
Attachment I	AI-1-AI-4 A	September 15, 1996.

Total Pages: 55.

This incorporation by reference was previously approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of March 5, 1997 (62 FR 4902, February 3, 1997). 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 September 30, 1997.

Issued in Burlington, Massachusetts, on August 12, 1997.

**Jay J. Pardee,**

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

[FR Doc. 97-22307 Filed 8-25-97; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-ASW-03]

#### Revision of Class E Airspace; Carlisle, AR

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

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This action confirms the effective date of a direct final rule which revises the Class E airspace at Carlisle, AR. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 09 at Carlisle Municipal Airport and a Nondirectional Radio Beacon (NDB) SIAP to RWY 18 at Stuttgart Municipal Airport has made this rule necessary. The direct final rule is intended to provide adequate Class E airspace for aircraft operating under Instrument Flight Rules (IFR) and executing the GPS SIAP at Carlisle Municipal Airport and the NDB SIAP at Stuttgart Municipal Airport, and both

airports are identified within Carlisle, AR, Class E airspace.

**EFFECTIVE DATE:** The direct final rule published at 62 FR 28339 is effective 0901 UTC, September 11, 1997.

**FOR FURTHER INFORMATION CONTACT:** Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone: (817) 222-5593.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the **Federal Register** on May 23, 1997 (62 FR 28339). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on September 11, 1997. No adverse comments were received, and thus this action confirms that the direct final rule will be effective on that date.

Issued in Fort Worth, TX, on August 5, 1997.

**Albert L. Viselli,**

*Acting Manager, Air Traffic Division, Southwest Region.*

[FR Doc. 97-22503 Filed 8-25-97; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-ASW-05]

#### Revision of Class E Airspace; Alice, TX

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

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This action confirms the effective date of a direct final rule which revokes the Class E surface airspace at Alice, TX. Communication capability with aircraft operating within the surface area no longer exists; therefore, Class E surface airspace designated to provide controlled airspace for terminal instrument operations is no longer required. The direct final rule is intended to revoke Class E surface airspace for aircraft operating under Instrument Flight Rules (IFR) for terminal operations at Alice International Airport, Alice, TX.

**EFFECTIVE DATE:** The direct final rule published at 62 FR 28340 is effective 0901 UTC, September 11, 1997.

**FOR FURTHER INFORMATION CONTACT:** Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193-0520, telephone: (817) 222-5593.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the **Federal Register** on May 23, 1997 (62 FR 28340). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on September 11, 1997. No adverse comments were received, and thus this action confirms that the direct final rule will be effective on that date.

Issued in Fort Worth, TX, on August 5, 1997.

**Albert L. Viselli,**

*Acting Manager, Air Traffic Division, Southwest Region.*

[FR Doc. 97-22504 Filed 8-25-97; 8:45 am]

BILLING CODE 4910-19-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-ASW-06]

#### Revision of Class E Airspace; Ponca City, OK

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

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This action confirms the effective date of a direct final rule which revises the Class E surface airspace at Ponca City, OK. Communication capability and weather observations exist continuously for terminal instrument operations at Ponca City Municipal Airport. Therefore, Class E surface airspace should be continuous rather than designated as part-time Class E surface airspace. The direct final rule is intended to revise Class E surface airspace to provide controlled airspace for continuous terminal instrument operations at Ponca City Municipal Airport, Ponca City, OK.