intervals not to exceed 1,500 hours TIS since last FPI in accordance with PW ASB No. 5856, Revision 1, dated December 13, 1991.

(c) Perform FPI of compressor first stage and fourth through ninth stage disks for cracks, in accordance with PW ASB No. 5856, Revision 1, dated December 13, 1991, as follows:

(1) At or before 3,000 hours TIS since last FPI of affected parts on the effective date of this AD.

(2) Thereafter, perform repetitive FPI of affected parts for cracks at intervals not to exceed 3,000 hours TIS since last FPI, in accordance with PW ASB No. 5856, Revision 1, dated December 13, 1991.

(3) Prior to further flight, remove cracked compressor first stage and fourth through ninth stage disks, and replace with serviceable parts.

(d) For all engines inspected in accordance with paragraphs (a) or (b) of this AD that have zero time second and third stage compressor disks installed after the effective date of this AD, perform the next FPI of affected parts at or before 3,000 hours TIS since the last FPI performed in accordance with paragraph (a) or (b) of this AD, and thereafter perform repetitive FPI of affected parts for cracks at intervals not to exceed 1,500 hours TIS since the last FPI, in accordance with PW ASB No. 5856, Revision 1, dated December 13, 1991. Prior to further flight, remove cracked compressor disks, and replace with serviceable parts.

(e) 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 methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(f) 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.

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

Document No.	Pages	Revision	Date
No. 5856	1–3	1	December 13, 1991.
	4	Original.	June 16, 1989.
	5–7	1	December 13, 1991.

Total pages: 7.

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, Publications Department, Supervisor Technical Publications Distribution, M/S 132–30, 400 Main St., East Hartford, CT 06108; telephone (860) 565–7700. 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.

(h) This amendment becomes effective on April 4, 1997.

Issued in Burlington, Massachusetts, on January 13, 1997.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 97–1700 Filed 1–31– 97; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 39

[Docket No. 96–ANE–33; Amendment 39–9896; AD 97–02–11]

RIN 2120–AA64

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Pratt & Whitney (PW) JT8D–200 series turbofan engines, that requires, for front compressor front hubs (fan hubs), cleaning; 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, this AD requires reporting the findings of cracked fan hubs. This amendment is prompted by a report of an uncontained failure of a fan hub. 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 March 5, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 5, 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; or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Diane Cook, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7134, fax (617) 238–7199.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to Pratt & Whitney (PW) JT8D–200 series turbofan engines was published in the Federal Register on October 4, 1996 (61 FR 51847). 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; removing bushings; initial and repetitive ECI and FPI of bushed holes for cracks; and, if necessary, replacing with serviceable parts. The compliance requirements allow selection of inspection schedules depending on fan hub S/Ns listed in PW Alert Service Bulletin (ASB) No. A6272, dated September 24, 1996, and includes an inspection schedule for those fan hubs whose S/Ns are not listed in the ASB. In addition, the proposed AD requires reporting the number of initial inspections and the findings of cracked fan hubs.

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 Notice of Proposed Rulemaking (NPRM) as written was confusing and subject to interpretation, and offered a number of editorial suggestions. The FAA reviewed the suggestions and concurs in part with the changes.

The commenter states that the applicability should be expressed to the lowest practical level by including the phrase ''front compressor front hub (fan hub)'' and its corresponding part number in the applicability statement. The FAA concurs. The applicability section in this final has been revised to read ''* * * engines with front compressor front hub (fan hub) Part Number 5000501–01 installed''.

The commenter states that a stronger statement regarding the initial inspections for fan hubs with less than 4,000 cycles since new (CSN) was

needed. The commenter suggests adding the intent of the first note on page 8 of PW ASB No. A6272, dated September 24, 1996, which requires inspection after the fan hub has accumulated more than 4,000 cycles in service. This change would eliminate the need for paragraph (a) of the proposed rule. The FAA concurs. The structure of the compliance section in this final rule has been modified to include the initial 4,000 CSN inspection requirement in the beginning of each of two compliance paragraphs. Paragraph (a) of this final rule will cover coolant channel drilled (CCD) fan hubs identified by S/N in the SB, and paragraph (b) for inspection of all other affected fan hubs. For each population of hubs, the initial inspection must not be completed until the fan hub has accumulated more than 4,000 CSN.

The commenter states that paragraph (c) of the NPRM is vague and should specify what is to be reported. The FAA concurs and has added the requirement of reporting in accordance with Accomplishment Instructions, Paragraph F, of Attachment 1 to PW ASB No. A6272, dated September 24, 1996, to this final rule.

The commenter states that paragraph (a) and Table 1 of the NPRM do not clearly indicate that the operator is to choose one of the three options in Table 1 and stick with the corresponding reinspection interval. The commenter suggests adding ''or'' after options 1 and 2 in Table 1 and adding a note to require that the operator follow the initial and repetitive requirements of the option chosen. The FAA concurs in part. The ''or'' has been added as suggested. The original proposal contained such a requirement in proposed paragraph (b)(1)(i), which has been carried over into new paragraph (a)(2). Operators must follow the repetitive inspection interval corresponding to the selected initial inspection time.

The commenter states that the time limit for reporting in paragraph (c) of the NPRM is unreasonable because its administrative personnel do not work on weekends and during holiday periods. The commenter recommends a 10 day limit for reporting. The FAA does not concur. A 48 hour period should be adequate and is a standard reporting requirement time limit in ADs. The AD does not require that only administrative personnel submit the report to the FAA.

Two commenters, including the National Transportation Safety Board, state that they agree with the NPRM's proposed initial and repetitive inspection program on the population of hubs that were produced using the CCD procedure, based on the investigation that indicates that these hubs may have a higher risk of abusive machining damage. However, since the commenters do not agree that CCD hubs are the only suspect fan hubs, the commenters do not agree with the proposed inspection program for the remaining hub population. The NPRM proposed to inspect the remaining population (those hubs not CCD) when the hub assembly is stripped to the piece part level. The commenters are concerned that this proposal may allow hubs to be initially inspected as late as 10,000 cycles in service (CIS) after the effective date of this AD. The commenters believe that these hubs are of nearly equal concern as the fan hubs produced by CCD and the proposed interval is too long to detect all potential cracks before they may be expected to propagate to failure. The commenters propose that inspection/reinspection occur at the next shop visit for all of those hubs that have between 10,000 and 15,000 CIS since new regardless of the type of drill used during manufacture.

The FAA does not concur at this time. The FAA's analysis of this problem indicates that hubs manufactured using coolant-channel drills are more susceptible to work hardened areas in the tierod and counterweight holes that could serve as a crack origin. The FAA concludes, therefore, that it is logical to treat these two distinct populations of compressor hubs differently in terms of when operators must perform the required inspections. Requiring all hubs to be inspected according to the CCD schedule is not supported by the available data. The investigation, however, continues and should any additional data become available, the FAA may initiate further rulemaking as required.

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 approximately 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 adding the following new airworthiness directive:

97–02–11 Pratt & Whitney: Amendment 39–9896. Docket 96–ANE–33.

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 (e) 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 front compressor front hub (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) For fan hubs identified by serial numbers (S/Ns) in Appendix A of PW Alert Service Bulletin (ASB) No. A6272, dated September 24, 1996, after the fan hub has accumulated more than 4,000 cycles in service since new (CSN), accomplish the following:

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

(2) Reinspect at the interval in Table 1 of this AD that corresponds to the selected initial inspection interval, and in accordance with the Accomplishment Instructions, Paragraph A, Part 1, and, if applicable, Paragraph B, of PW ASB No. A6272, dated September 24, 1996.

TABLE 1

Initial inspection	Reinspection
1. Within 1,050 cycles in service (CIS) after the effective date of this AD, 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 this AD, 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.
OR	
3. Within 965 CIS after the effective date of this AD, 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.

(b) For fan hubs with S/Ns not listed in Appendix A of PW ASB No. A6272, dated September 24, 1996, after the fan hub has accumulated more than 4,000 CSN, inspect at the next time the fan hub is in the shop at piece-part level, but not to exceed 10,000 CIS after effective date of this AD in accordance with the Accomplishment Instructions, Paragraph A, Part 2, and, if applicable, Paragraph B, of PW ASB No. A6272, dated September 24, 1996.

(c) Remove from service fan hubs found cracked or fan hubs that exceed the bushed hole acceptance criteria in accordance with PW ASB No. A6272, dated September 24, 1996, and replace with serviceable parts.

(d) 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.

(e) 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 methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(f) 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.

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

Document No.	Pages	Revision	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 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.

(h) This amendment becomes effective on March 5, 1997.

Issued in Burlington, Massachusetts, on January 13, 1997.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 97–1703 Filed 1–31–97; 8:45 am]

BILLING CODE 4910–13–P

14 CFR Part 39

[Docket No. 95–NM–106–AD; Amendment 39–9910; AD 97–03–04]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 727 and 737 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 727 and 737 series airplanes, that requires replacing the fuel cap assembly with a new assembly on the inlet fitting at the inside top of the Boeing-designed auxiliary fuel tank(s). This amendment also requires installing certain new placards once the replacement action is accomplished. This amendment is prompted by reports that the fuel cap assembly, due to its design, became loose and allowed fuel to enter the deactivated auxiliary fuel tanks on in-service airplanes. The actions specified by this AD are intended to prevent unwanted fuel transferring to the deactivated auxiliary fuel tanks, due to the problems associated with a loose fuel cap assembly.

DATES: Effective March 10, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director