

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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 a new airworthiness directive (AD), Amendment 39-10026, to read as follows:

97-19-06 Sikorsky Aircraft Corporation:

Amendment 39-10026. Docket No. 97-SW-18-AD. Supersedes priority letter AD 97-10-04.

Applicability: Model S-61A, D, E, L, N, NM, R, and V helicopters, certificated in any category, with a main rotor blade assembly (blade), part number (P/N) S6115-20501 or P/N 61170-20201, installed, having one of the following four-digit or eight-digit serial numbers:

1282-1554	3305-3106
2183	3317-3115
2380-2498	3343-3147
2495	3343-3648
2500	3364-3180
2520	3451-3239
2521	3491-3278
2644	3499-3936
2673	3511-3293
2716-2683	3512-3292
2721	3517-3311
2751	3525-3310
2781-2644	3637-3459
2800-2671	3694-3481
2817	3748-3543
2819	3752-3527
2839	3753-3528
2883	3840-3620
2919-2771	3966-3737
3008	4216-4392
3016-2850	4787-4793
3019	4800-4794
3138	4835-4790
3168-3585	5484-5363
3192-2999	5974-5816
3215-3012	5981-5813
3216-3023	7069-6583
3242-3044	7779-7033
3249-3052	8099-8054
3250-3043	

Note 1: This AD applies to each helicopter 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 helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (b) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required before further flight, unless accomplished previously.

To prevent disbonding and separation of portions of the blade, subsequent excessive vibrations, and loss of control of the helicopter, accomplish the following:

(a) Inspect each blade having one of the affected serial numbers in accordance with Section 2A of the Accomplishment Instructions of Sikorsky Alert Service Bulletin (ASB) No. 61B15-29A, Revision A, dated May 9, 1997, to determine the anodizing date for all blade trailing edge pocket assemblies (pocket assemblies) installed on the blade in locations as specified in the Planning Information Section, paragraph 1D(3) of the ASB, that were anodized by Poly-Metal Company. Remove any blade having a pocket assembly anodized by Poly-Metal Company during the period from October 1, 1996 through December 31, 1996, and replace the blade with an airworthy blade.

(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, Boston Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Boston Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Boston Aircraft Certification Office.

(c) A one-time only special flight permit may be issued to operate the helicopter to a location where the requirements of this AD can be accomplished, after inspecting all pocket assemblies for disbonding.

(d) The inspection shall be done in accordance with Sikorsky ASB No. 61B15-29A, Revision A, dated May 9, 1997. 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 Sikorsky Aircraft Corporation, Attn: Mr. Paul Dionne, CAR Office, 6900 Main Street, P.O. Box 9729, Stratford, Connecticut 06497-9129, telephone (203) 386-7860, fax (203) 386-4703. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on October 6, 1997.

Issued in Fort Worth, Texas, on September 3, 1997.

Eric Bries,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 97-24075 Filed 9-18-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-ANE-32; Amendment 39-10133; AD 97-19-12]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney JT8D Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Pratt & Whitney JT8D-1, -1A, -1B, -7, -7A, -7B, -9, -9A, -11, -15, -17, and -17R series turbofan engines, that requires initial and repetitive fluorescent penetrant and eddy current inspections of 4th stage low pressure turbine (LPT) hubs for cracks, and, if necessary, replacement with serviceable parts. This amendment

is prompted by a report of an uncontained 4th stage LPT blade release. The actions specified by this AD are intended to prevent a 4th stage LPT blade release due to hub cracking, which can result in an uncontained engine failure and damage to the aircraft.

DATES: Effective November 18, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 18, 1997.

ADDRESSES: The service information referenced in this AD 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. 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: 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: 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 JT8D-1, -1A, -1B, -7, -7A, -7B, -9, -9A, -11, -15, -17, and -17R series turbofan engines was published in the **Federal Register** on January 9, 1997 (62 FR 1299). That action proposed to require initial and repetitive fluorescent penetrant inspections (FPI) and eddy current inspections (ECI) of affected 4th stage low pressure turbine (LPT) hubs for cracks, and, if necessary, replacement 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.

Four commenters support the rule as proposed.

One commenter states that the inspection should be performed in less than 5,900 cycles in service (CIS), as that was the number of CIS between the last FPI and the uncontained event that prompted this AD. The FAA does not concur. The FAA has evaluated the data and risk management plan supplied by PW that includes risk analysis, crack

growth analysis, and field experience for the 4th stage LPT hubs. That data supports the FAA conclusion that the unsafe condition is an uncontained release of an LPT blade. The FAA concludes the loads introduced by the cracking of the 4th stage hub are not sufficient to result in an uncontained release of the entire 4th stage hub. Further, the analyses support the risk management plan, which includes a focused, ultra high sensitivity FPI and ECI at the next piece part exposure. The FAA has also concluded that the unsafe condition resulting from an uncontained blade failure can be mitigated by a reduced compliance time for installing LPT containment hardware on engines in which certain 4th stage LPT hubs are installed. The revised compliance requirement is described in AD 97-19-14.

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 as proposed.

The FAA estimates that 381 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 6 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 \$137,160.

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:

97-19-12 Pratt & Whitney: Amendment 39-10133. Docket 96-ANE-32.

Applicability: Pratt & Whitney (PW) Models JT8D-1, -1A, -1B, -7, -7A, -7B, 9, -9A, -11, -15, -17, and -17R turbofan engines, with 4th stage low pressure turbine (LPT) hubs identified by serial number (S/N) in Table A of PW Alert Service Bulletin (ASB) No. A6274, Revision 1, dated December 9, 1996. These engines are installed on but not limited to Boeing 727 and 737 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 (b) 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 4th stage LPT blade failure due to hub cracking, which can result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) Perform fluorescent penetrant inspection (FPI) and eddy current inspection (ECI) of affected 4th stage LPT hubs for cracks, in accordance with Paragraph 2A of PW ASB No. A6274, Revision 1, dated December 9, 1996, as follows:

(1) Inspect at the next time after the effective date of this AD that the hub is removed from the module and has been debled.

(2) Thereafter, inspect each time the hub is removed from the module and has been debled.

(3) Remove from service any cracked 4th stage LPT hub and replace with a serviceable part.

(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, 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.

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.

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

Document No.	Pages	Revision	Date
A6274	1-23	1	December 9, 1996.

Total Pages: 23.

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.

(e) This amendment becomes effective on November 18, 1997.

Issued in Burlington, Massachusetts, on September 10, 1997.

Mark C. Fulmer,

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

[FR Doc. 97-24796 Filed 9-18-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-ANE-35; Amendment 39-10134; AD 97-19-13]

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) 94-23-03, applicable to Pratt & Whitney (PW) JT8D-200 series turbofan engines, that currently requires installation and periodic inspection of temperature indicators installed on the No. 4 and 5

bearing compartment scavenge oil tube and performance of any necessary corrective action. This amendment requires the installation and periodic inspection of temperature indicators to all PW JT8D-200 series engines, including those incorporating the containment hardware specified in AD 93-23-10. This amendment is prompted by a report of an uncontained turbine failure due to a high pressure turbine (HPT) shaft fracture on an engine that had the containment hardware installed. The actions specified by this AD are intended to prevent fracture of the HPT shaft, which can result in uncontained release of engine fragments, engine fire, inflight engine shutdown, or possible aircraft damage.

DATES: Effective October 24, 1997.

The incorporation by reference of PW Alert Service Bulletin (ASB) No. 5944, Revision 2, dated June 8, 1992, was previously approved by the Director of the Federal Register as of January 31, 1995 (59 FR 61789, December 2, 1994). The incorporation by reference of PW ASB No. 5944, Revision 3, dated December 16, 1994, is approved by the Director of the Federal Register as of October 24, 1997.

ADDRESSES: The service information referenced in this AD 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. 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 (781) 238-7175, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 94-23-03, Amendment 39-9065 (59 FR 61789, December 2, 1994), applicable to Pratt & Whitney (PW) JT8D-200 series turbofan engines, was published in the **Federal Register** on January 9, 1997 (62 FR 1298). That action proposed to require installation and periodic inspection of temperature indicators to all PW JT8D-200 series engines, including those incorporating the containment hardware modifications required by AD 93-23-10.

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 inspection interval should be increased from 65 hours time in service (TIS) to 75 hours TIS, as this increased interval could be incorporated into the service check of that operator's maintenance program. The FAA disagrees. Previous alternative methods of compliance (AMOCs) have been approved to adjust the inspection interval on a case-by-case basis, and the operator is invited to apply for an AMOC using the usual procedure. Generally, however, the compliance interval remains at 65 hours TIS.

One commenter states that the reporting requirements of the AD should be eliminated, as the original AD terminated reporting requirements six months after the effective date of the AD. The FAA concurs and has eliminated the reporting requirements in the final rule.

One commenter notes that the containment hardware has been ineffective in ensuring containment and that costs associated with installing the containment hardware have been excessive. The commenter, however, offers no objection to the proposed rule. The indirect costs of operating engines