

service if they were fluorescent penetrant inspected in accordance with PW2000 Engine Manual, P/N 1A6231.

(k) For PW2037, PW2037(M), and PW2337 model engines, remove from service prior to exceeding 17,000 TPC, and replace with serviceable parts, as follows:

(1) 4th stage LPT airseal, P/N's 8A1014 and 8A1805.

(2) 5th stage LPT airseal, P/N's 8A1015 and 8A1806.

(3) 7th stage LPT airseal, P/N's A8A1017, A8A1808, 8A2097, and A8A2097.

(l) Parts listed in paragraph (k) of this AD may accumulate 20,000 TPC prior to removal from service if they were fluorescent penetrant inspected for cracks between 12,000 TPC and 17,000 TPC in accordance with Section 72-53-00 of PW2000 Engine Manual, P/N 1A6231.

(m) For PW2040 and PW2240 model engines, remove from service prior to exceeding 15,000 TPC, and replace with serviceable parts, as follows:

(1) 4th stage LPT airseal, P/N's 8A1014 and 8A1805.

(2) 5th stage LPT airseal, P/N's 8A1015 and 8A1806.

(3) 7th stage LPT airseal, P/N's A8A1017, A8A1808, 8A2097, and A8A2097.

(n) Parts listed in paragraph (m) of this AD may accumulate the following TPC prior to removal from service if they were fluorescent penetrant inspected for cracks between 10,000 TPC and 15,000 TPC in accordance with Section 72-53-00 of PW2000 Engine Manual, P/N 1A6231.

(1) 4th stage LPT airseal, P/N's 8A1014 and 8A1805, prior to exceeding 18,000 TPC.

(2) 5th stage LPT airseal, P/N's 8A1015 and 8A1806, prior to exceeding 19,000 TPC.

(3) 7th stage LPT airseal, P/N's A8A1017, A8A1808, 8A2097, and A8A2097, prior to exceeding 20,000 TPC.

(o) 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: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(p) 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.

Issued in Burlington, Massachusetts, on October 3, 1995.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95-25565 Filed 10-13-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 94-ANE-51]

Airworthiness Directives; Pratt & Whitney JT9D-7R4 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to Pratt & Whitney (PW) JT9D-7R4 series turbofan engines. This proposal would require replacement of 3rd, 4th, and 5th stage low pressure turbine (LPT) vane retention bolts and nuts, and the removal of the 5th stage vane configuration which includes an electro-discharge machined (EDM) slot and replacement with a cast slot configuration. This proposal is prompted by reports of LPT failures that resulted in uncontained engine failures. The actions specified by the proposed AD are intended to prevent LPT vane failures, which can result in uncontained engine failure, fire, and possible damage to the aircraft.

DATES: Comments must be received by December 15, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-ANE-51, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Pratt & Whitney, 400 Main St., East Hartford, CT 06108. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA.

FOR FURTHER INFORMATION CONTACT: John Fisher, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7149, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications

should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 94-ANE-51." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-ANE-51, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

The Federal Aviation Administration (FAA) has received five reports of low pressure turbine (LPT) failures on Pratt & Whitney (PW) JT9D-7R4 series turbofan engines, three of which resulted in uncontained engine failures. These LPT failures have been attributed to the following two root causes. The FAA's investigation revealed that certain 4th stage LPT vane retention bolts fractured due to the application of uncured anti-gallant compound on vane retention bolts. Also, the investigation revealed that certain 5th stage vanes failed due to inclusion of an electro-discharge machined (EDM) slot, which is prone to high stress concentrations in the outer platform slot. These conditions, if not corrected, could result in LPT vane failures, which can result in uncontained engine failure, fire, and possible damage to the aircraft.

The FAA has reviewed and approved the technical contents of PW Service Bulletin (SB) No. JT9D-7R4-72-473, Revision 2, dated February 8, 1993, that describes procedures for identification

of EDM slot 5th stage LPT vanes and cast slot 5th stage LPT vanes; PW Alert Service Bulletin (ASB) No. JT9D-7R4-72-480, dated April 20, 1993, that describes procedures for replacement of vane clusters that have machined slots in the front face of the outer platform; PW ASB No. JT9D-7R4-72-481, dated April 20, 1993, that describes procedures for replacement of vane retention bolts and nuts; and PW SB No. JT9D-7R4-72-484, Revision 1, dated October 9, 1993, that describes procedures for replacement or modification to the 3rd, 4th, and 5th stage LPT air sealing ring stop assemblies and the turbine case heat shield assemblies, and installation of new bolts.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require replacement of 3rd, 4th, and 5th stage LPT vane retention bolts and nuts and the removal of the 5th stage vane configuration which includes an EDM slot, and replacement with a cast slot configuration. In addition, the proposed AD would prohibit use of uncured anti-gallant compound on the bolts or nuts, as uncured anti-gallant compound was a contributor to the unsafe condition. The actions would be required to be accomplished in accordance with the service bulletins described previously.

The FAA estimates that 600 engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 22 work hours per engine to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$792,000.

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

Pratt & Whitney: Docket No. 94-ANE-51.

Applicability: Pratt & Whitney (PW) JT9D-7R4 series turbofan engines, installed on but not limited to Airbus A300 and A310 series, and Boeing 747 and 767 series aircraft. NOTE: This 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 use the authority provided in paragraph (e) 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 engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent low pressure turbine (LPT) vane failures, which can result in uncontained engine failure, fire, and possible damage to the aircraft, accomplish the following:

(a) Remove electro-discharge machined (EDM) slot 5th stage LPT vane cluster segments, Part Numbers (P/N) 787885 or 787885-001, and replace with the cast pocket vane configuration, P/N 796985, 795175, 796985-001, 808875, 811985, or 811985-001, at the next shop visit, but not later than 5,000 cycles in service (CIS) after the effective date

of this AD, in accordance with PW Alert Service Bulletin (ASB) No. JT9D-7R4-72-480, dated April 20, 1993. NOTE: Pratt & Whitney SB No. JT9D-7R4-72-473, Revision 2, dated February 8, 1993, may be used to segregate EDM slot from cast pocket 5th stage LPT vane clusters sharing the same P/N 787885 and 787885-001.

(b) For LPT modules that have been previously disassembled, perform either paragraph (b)(1) or (b)(2) of this AD at the next shop visit, but not later than 5,000 CIS after the effective date of this AD.

(1) Install new 3rd, 4th, and 5th stage LPT vane bolts and nuts, in accordance with PW ASB No. JT9D-7R4-72-481, dated April 20, 1993. Do not use uncured anti-gallant compound on the bolts or nuts.

(2) Install new 3rd, 4th, and 5th stage LPT vane bolts and nuts, and install heat shield assemblies and air sealing ring stop assemblies in accordance with PW SB No. JT9D-7R4 72-484, Revision 1, dated October 9, 1993. Do not use uncured anti-gallant compound on the bolts or nuts.

(c) For LPT modules that have never been disassembled, perform either paragraph (b)(1) or (b)(2) of this AD at the first LPT module disassembly. Do not use uncured anti-gallant compound on the bolts or nuts.

(d) For the purpose of this AD, a shop visit is defined as the induction of an engine into a maintenance facility for the purpose of either:

(1) Separation of pairs of major mating engine flanges; or

(2) The removal of an engine disk, hub, or spool.

(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: 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.

Issued in Burlington, Massachusetts, on October 3, 1995.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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