

(1) First, conduct a visual inspection using bright light, mirrors, and appropriate optical aids to detect cracks of the left and right wing pylon aft bulkhead and the upper spar web, in accordance with the instructions in Phase I, paragraphs D.(1), D.(2), D.(3), D.(4), and D.(5), of the alert service bulletin. The ROD sketch must be used to supplement the inspection instructions contained in the alert service bulletin. And

(2) Second, immediately subsequent to accomplishing the inspection required by paragraph (a)(1) of this AD, conduct a visual inspection, using the aid of either a flexible borescope or a rigid borescope with a 90-degree field of view, to detect cracks of the left and right wing pylon aft bulkhead in accordance with the instructions in Phase I, paragraphs D.(2) and D.(3), of the alert service bulletin. The ROD sketch must be used to supplement the inspection instructions contained in the alert service bulletin.

(b) If any cracking is detected in the wing pylon aft bulkhead during any inspection required by this AD, prior to further flight, remove and replace the cracked bulkhead in accordance with McDonnell Douglas DC-10 Alert Service Bulletin A54-106, Revision 2, dated November 3, 1994.

(c) If any cracking is detected in the upper spar web during any inspection required by this AD, prior to further flight, repair in accordance with a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

(d) If any cracking is detected during any inspection required by this AD, within 10 days after detection submit a report of the inspection findings to the FAA, Transport Airplane Directorate, Los Angeles ACO, Attention: Maureen Moreland (ANM-120L), 3960 Paramount Boulevard, Lakewood, California 90712; fax (310) 627-5210. The report shall include the airplane serial number, a sketch or photograph of the cracking, a description of the cracking, and the number of total landings and hours time-in-service on the airplane. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been 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, Los Angeles ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

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

(g) The actions shall be done in accordance with McDonnell Douglas ROD Sketch 95-09-

14-005, dated September 14, 1995, and McDonnell Douglas DC-10 Alert Service Bulletin A54-106, Revision 2, dated November 3, 1994. The incorporation by reference of McDonnell Douglas ROD Sketch 95-09-14-005, dated September 14, 1995, was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The incorporation by reference of McDonnell Douglas DC-10 Alert Service Bulletin A54-106, Revision 2, dated November 3, 1994, was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of July 3, 1995 (60 FR 28524, June 1, 1995). Copies of the ROD sketch may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Customer Services Airframe, Department C1-L32 (35-35); telephone: (310) 593-8114. Copies of the alert service bulletin may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1-L51 (2-60). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on November 2, 1995.

Issued in Renton, Washington, on October 4, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-25158 Filed 10-17-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 85-ANE-34; Amendment 39-9385; AD 86-09-02 R2]

Airworthiness Directives; Pratt & Whitney JT8D Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment revises an existing airworthiness directive (AD), applicable to Pratt & Whitney (PW) Models JT8D-1, -1A, -1B, -7, -7A, -7B, -9, -9A, -11, -15, -15A, -17, -17A, -17R, and -17AR turbofan engines, that currently requires inspections to detect cracks in the combustion chambers. This amendment relaxes the current removal criteria for cracks in the combustion chamber 2-3 liner seam joint, which will allow additional revenue service for combustion chambers with certain 2-3 liner seam joint cracks beyond the limits of AD 86-

09-02 R1. This amendment also includes a simplified compliance section and references the latest revision level of PW Alert Service Bulletin No. 5639. The actions specified by this AD are intended to prevent uncontained combustion chamber outer case failure due to cracking and distress of combustion chambers.

DATES: Effective November 17, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 17, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from Pratt & Whitney, Publications Department, M/S 132-30, 400 Main St, East Hartford, CT 06108. 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., 7th Floor, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mark A. Rumizen, Aerospace Engineer, Aircraft Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7137, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by revising AD 86-09-02 R1, Amendment 39-5372 (51 FR 28807, August 12, 1986), which is applicable to certain Pratt & Whitney (PW) JT8D series turbofan engines, was published in the Federal Register on August 1, 1989 (54 FR 31693). The action proposed to allow additional revenue service for combustion chambers with certain 2-3 liner seam joint cracks in excess of 8 inches.

Since issuing AD 86-09-02 R1, the FAA has received reports that several operators have experienced scheduling difficulties caused by immediate engine removal due to circumferential cracking in the 2-3 liner seam joint. The FAA has determined by field service experience and engine test data that the removal criteria for circumferential cracking in the 2-3 liner seam joint can be relaxed. In addition, the FAA has determined that a simplified compliance section (relative to the NPRM), and the latest revision of the associated PW Alert Service Bulletin (ASB) can now be incorporated.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due

consideration has been given to the one comment received.

The commenter states unanimous support to relax the current removal criteria for cracks in the combustion chamber 2-3 liner seam joint.

Since the issuance of the NPRM, PW has introduced new low emission combustion chamber assemblies. The FAA has determined that this AD is not applicable to engines with these new low emission combustion chamber assemblies installed.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the publication 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 7,120 engines installed on aircraft of U.S. registry will be affected by this AD, and that this revised amendment adds no additional costs.

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 USC 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing Amendment 39-5372 (51 FR 28807, August 12, 1986) and by adding a new airworthiness directive, Amendment 39-9385, to read as follows:

86-09-02 R2 Pratt & Whitney: Amendment 39-9385. Docket 85-ANE-34. Revises AD 86-09-02 R1, Amendment 39-5372.

Applicability: Pratt & Whitney (PW) JT8D-1, -1A, -1B, -7, -7A, -7B, -9, -9A, -11, -15, -15A, -17, -17A, -17R, and -17AR turbofan engines that do not have low emission combustion chamber assemblies, Part Number (P/N) 5001958-02, -022, and 5001959-02, -022 installed. These engines are installed on but not limited to Boeing 727, 737, and McDonnell Douglas DC-9 series aircraft.

Note: 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 use the authority provided in paragraph (h) to request approval from the Federal Aviation Administration (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.

(a) Perform an initial borescope, visual, or radiographic inspection of the combustion chamber liners for cracking or other types of distress in accordance with the inspection procedures of paragraph 2.C.(1) and (2), and Table 1 or 1A, and the inspection techniques of paragraph B, whichever is applicable, of PW Alert Service Bulletin (ASB) No. 5639, Revision 10, dated July 7, 1995. Determine reinspection interval or engine removal requirements in accordance with paragraph 2.C.(3), (4), (5), or (6), whichever is applicable, of PW ASB No. 5639, Revision 10, dated July 7, 1995.

(b) Reinspect combustion chamber liners for cracking or other types of distress in accordance with the inspection procedures of paragraph 2.C.(3) through (7), and the

inspection techniques of paragraph B, whichever is applicable, of PW ASB No. 5639, Revision 10, dated July 7, 1995, as follows:

(1) For liners initially inspected by borescope or visual means, reinspect in accordance with Table 2 of PW ASB No. 5639, Revision 10, dated July 7, 1995.

(2) For liners initially inspected by radiographic means, reinspect in accordance with Table 3 of PW ASB No. 5639, Revision 10, dated July 7, 1995.

(3) Determine reinspection interval or engine removal requirements in accordance with paragraph 2.C.(3), (4), (5), or (6) whichever is applicable, of PW ASB No. 5639, Revision 10, dated July 7, 1995.

(c) For liners removed from service in accordance with paragraphs (a) or (b) of this airworthiness directive (AD), scrap or repair in accordance with paragraph 2.D of PW ASB No. 5639, Revision 10, dated July 7, 1995.

(d) For the purpose of this AD, an engine condition monitoring (ECM) program is defined as described in Appendix A of PW ASB No. 5639, Revision 10, dated July 7, 1995, of FAA-approved equivalent. Should stable cruise data be unavailable for a period exceeding 48 hours (2 calendar days), 12 cycles in service (CIS), or 14 hours time in service (TIS), whichever occurs later; and should the combustion chambers be beyond the non-ECM inspection category hour or cycles limit, the chambers must be inspected within the next 10 CIS. In the event that stable cruise data again becomes available prior to the expiration of the 10 CIS limit, return to the ECM inspection category is permitted if the following conditions are met:

(1) The period during which stable cruise data is unavailable does not include any one period of data loss that exceeds 72 hours (3 calendar days), and;

(2) One stable cruise point is recorded for each day that stable cruise data were unavailable, and that the rate of data acquisition not exceed one data point per cycle, and;

(3) No maintenance was accomplished on the fuel flow, exhaust gas temperature (EGT), or N1/N2 rotor speed engine instrumentation, and;

(4) The stable cruise data recorded in accordance with paragraph (d)(2) of this AD shall be processed by the ECM program and evaluated by a qualified analyst to confirm that no significant parameter shifts have occurred.

(e) The radiographic inspection techniques referenced in telegraphic AD T85-17-51 R1 as an approved alternative method of compliance to that telegraphic AD is not considered an alternative method of compliance with this AD.

(f) Combustion chambers that are removed from service prematurely, inspected in accordance with this AD, and that do not require repair, may be returned to service to continue their run to the appropriate initial inspection threshold or the applicable repetitive inspection interval, whichever is greater.

(g) Magnesium zirconate heat resistant coating must be applied in accordance with the PW JT8D Restructured Engine Manual, Part Number 481762, Chapter 72-41-14,

Repair Number 28, or FAA-approved equivalent. To meet the requirement for magnesium zirconate in a given combustion chamber category, the coating must have been completely renewed on at least the 2 through 5 liners at that repair rather than locally patched.

Note: PW All Operators Wire Number JT8D/72-41/PSE:JKS: 5-8-23-1, dated August 23, 1985, and Flight Operations Engineering Report Number RFT5-8-30-1, dated August 30, 1985, contain further information relevant to combustion chamber

distress and the symptoms that manifest themselves as a result of excessive combustion chamber cracking and misalignment.

(h) An alternative method of compliance or adjustment of the initial 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 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 AD, if any, may be obtained from the Engine Certification Office.

(i) 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.

(j) The inspection, replacement, and repair, shall be done in accordance with the following alert service bulletin:

Document No.	Pages	Revision	Date
PW ASB No. 5639	1 and 2	10	July 7, 1995.
	3	1	March 21, 1986.
	4	10	July 7, 1995.
	5	2	January 16, 1987.
	6-26	10	July 7, 1995.
Appendix	27-29	10	July 7, 1995.
	30	Blank	
	31-64	10	July 7, 1995.
Total pages: 64.			

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, M/S 132-30, 400 Main St, East Hartford, CT 06108. 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.

(k) This amendment becomes effective on November 17, 1995.

Issued in Burlington, Massachusetts, on September 27, 1995.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95-25034 Filed 10-17-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 39

[Docket No. 95-NM-42-AD; Amendment 39-9404; AD 95-21-17]

Airworthiness Directives; Raytheon Corporate Jets Model Hawker 1000 and BAe 125-1000A Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Raytheon Model Hawker 1000 and BAe 125-1000A series airplanes, that requires an inspection to detect damage to an electrical cable loom (wire bundle). This amendment also requires tying back the loom with a cable tie to the cable loom support

bracket, and repair, if necessary. This amendment is prompted by a report indicating that damage had occurred to the electrical cable loom. The actions specified by this AD are intended to prevent incorrect fault displays in the cockpit and possible electrical systems failures, as a result of damage to the electrical cable loom.

DATES: Effective November 17, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 17, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from Raytheon Corporate Jets, Inc., Customer Support Department, Adams Field, P.O. Box 3356, Little Rock, Arkansas 72203. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: William Schroeder, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2148; fax (206) 227-1149.

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 certain Raytheon Model Hawker 1000 and BAe 125-1000A series airplanes was published in the Federal Register on July 21, 1995

(60 FR 37607). That action proposed to require a one-time detailed visual inspection to detect chafing damage of a certain electrical cable loom located behind the right-hand throttle box cover. That action also proposed tying back the loom with a cable tie to the cable loom support bracket, if no damaged cable is found.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

The FAA estimates that 19 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane 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 \$1,140, or \$60 per airplane.

The total cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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,