submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 96–NM–268–AD.'' The postcard will be date stamped and returned to the commenter.

Regulatory Impact

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 removing amendment 39–9825 (61 FR 5887, November 20, 1996), and by adding a new airworthiness directive, amendment 39–9850, to read as follows:

96–24–10 Fokker: Amendment 39–9850. Docket 96–NM–268–AD. Supersedes AD 96–23–16, amendment 39–9825.

Applicability: All Model F28 Mark 0070 and 0100 series airplanes, certificated in any category.

Note 1: This AD applies to each airplane 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 airplanes 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 as indicated, unless accomplished previously.

To prevent reduced protection against inadvertent deployment of the thrust reversers during flight, accomplish the following:

(a) Within 48 hours after November 25, 1996 (the effective date of AD 96–23–16, amendment 39–9825), revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following. This may be accomplished by inserting a copy of this AD in the AFM.

''• Before take-off, arm the autothrottle system (ATS).

• When cleared for take-off, activate the take-off/go-around (TOGA) trigger(s), and positively verify ATS engagement [throttle movement *and* white steady AT1, AT2, or AT in the flight mode annunciator (FMA) engage window].

• If the ATS does NOT engage correctly, abort the take-off, return, and report to maintenance.

• If the ATS does engage correctly, you may continue take-off with either ATS engaged or disengaged, as necessary.''

(b) Dispatch with both thrust reversers inoperative is allowed, provided they are deactivated and secured in the stowed position, and no operations are conducted that are predicated on thrust reverser operation. Where there are differences between the Master Minimum Equipment List (MMEL) and the AD, the AD prevails.

(c) Within 48 hours after the effective date of this AD, revise the FAA-approved maintenance program to include the procedures specified in Appendix 2 of Fokker All Operator Message TS96.67591, dated November 14, 1996. These procedures must be accomplished daily, and prior to further flight following failure of the operational check required by paragraph (a) of this AD. If any failure is detected during these procedures, prior to further flight, accomplish the corrective actions in accordance with the procedures. The FAA-approved maintenance program procedures required by paragraph (a)(3) of AD 96–23–16, amendment 39–9825, may be removed following accomplishment of the requirements of this paragraph.

(d) 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, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, Standardization Branch, ANM–113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(e) 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.

(f) The revision to the maintenance program shall be done in accordance with Fokker All Operator Message TS96.67591, dated November 14, 1996, including Appendix 1 and Appendix 2. 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 Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on December 24, 1996, to all persons except those persons to whom it was made immediately effective by emergency AD 96–24–10, issued on November 19, 1996, which contained the requirements of this amendment.

Issued in Renton, Washington, on December 5, 1996.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96–31524 Filed 12–18–96; 8:45 am]

BILLING CODE 4910–13–U

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14 CFR Part 39

[Docket No. 95–ANE–57; Amendment 39–9853; AD 96–25–10]

RIN 2120–AA64

Airworthiness Directives; Pratt & Whitney JT9D Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Pratt & Whitney JT9D series turbofan engines, that requires installing an improved design turbine exhaust case (TEC) with a thicker containment wall, modifying the existing TEC to incorporate a containment shield, or modifying the existing TEC to replace the ''P'' flange and case wall. This amendment is prompted by reports of 64 uncontained engine failures since 1972. The actions specified by this AD are intended to prevent release of uncontained debris from the TEC following an internal engine failure, which can result in damage to the aircraft.

DATES: Effective February 18, 1997.

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

ADDRESSES: The service information referenced in this AD 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, 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: Daniel Kerman, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7130, 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) JT9D series turbofan engines was published in the Federal Register on June 5, 1996 (61 FR 28520). That action proposed to require installing an improved design turbine exhaust case (TEC) with a thicker containment wall, modifying the existing TEC to incorporate a containment shield, or modifying the existing TEC to replace the ''P'' flange and case wall.

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 proposed modification of the TEC as a solution to preventing uncontained engine failure is unnecessary since there are modifications and inspection programs available that specifically address the root causes for those events that led to uncontained engine failures. The commenter points out that of the 64 incidents of TEC penetration, all but one event are addressed by other mandated actions. The FAA does not concur. Since January 1993, when the FAA first considered issuance of an AD for TEC containment, three additional conditions have occurred that the FAA considers warranting AD action at this time. First, there have been new root cause problems resulting in TEC penetrations; second the rate of uncontained engine failures has increased; and third, more substantial damage to the engine and aircraft has occurred. The discovery of new root causes of failures demonstrates that failures and subsequent uncontainments result from a wider variety of reasons than previously believed. The causal factors for these uncontainments include maintenance, design deficiencies, manufacturing defects, corrosion, foreign object damage, etc. The FAA has determined that even with the best available strategies for addressing the root cause of engine failures, the FAA expects that new failure modes and failure sequences could exist. As a result, the FAA anticipates further challenges to the TEC containment structure, and has determined that the necessary containment modifications must be implemented through an AD as proposed.

In response to the comment that the root cause of all but one of the 64 referenced uncontained events are addressed by current mandatory action, the FAA does not concur. Additional review of the TEC penetration history reveals multiple incidents in which the root cause was undetermined, or in which no mandatory action by AD is required, or in which operators inadvertently did not comply with AD action, or in which improper repair or inspection was performed on certain engine components.

One commenter states that a probabilistic risk assessment accomplished by PW in October 1995 concludes that there is insufficient risk to mandate TEC modification. The FAA does not concur. The risk assessment performed by PW is a structured approach that enables the FAA to better assess and target critical areas and prioritize resources. It is also necessary to emphasize that risk assessment is not the only means of determining the need for mandatory corrective action, and that other parameters such as incidence rate, failure modes, restoration of certification basis, and basic engineering judgment are also utilized. The FAA has determined that for the TEC penetration issue all these other factors result in the need to issue an AD.

One commenter states that the FAA cost assessment of approximately $2,500 per engine to accomplish the proposed actions is based on the accomplishment of the option to weld shields to provide increased wall thickness. For some operators this is not a preferred option. The FAA concurs in part. The FAA has provided industry three options for compliance with the proposed AD. These options, in terms of decreasing cost, are as follows: a new thick wall TEC, a modified TEC with a new, thicker ''P'' flange, and finally welding on containment shields. Several operators have expressed concern with the durability of the welded containment shields option and take exception to the fact that the FAA utilized this option for the AD cost assessment. This operator plans to utilize one of the more costly methods for compliance with the AD. The FAA has reviewed all three options for enhanced containment and concludes that all three satisfy Part 33 of the Federal Aviation Regulations (FAR) (14 CFR part 33) requirements. The FAA performed the cost assessment utilizing the containment shield option since it has the least economic impact, and the FAA has reason to believe that the majority of operators will utilize this option, which has sound design and durability in accordance with FAR Part 33. The FAA understands that a new case would have greater longevity, and that the new ''P'' flange may be necessary when the existing ''P'' flange is no longer serviceable. In conclusion, this AD leaves it to the discretion of the operator the choice of option and provides all three options as approved type designs.

One commenter states that the containment shields are not an acceptable option, due to the fact that the shields could lead to corrosion of the TEC inner wall, which could compromise the structural integrity of the TEC. The FAA does not concur. The FAA has performed a thorough technical review of the proposed containment shields. As part of this review, multiple TECs were returned from service and have had their shields removed with subsequent sectioning of the case wall and shields for evaluation of corrosion extent. In this review no case walls were found with corrosion

that compromised case wall thickness. In addition, no residual material was found that would suggest entrapment of foreign substances. The shields themselves also exhibited no corrosion that compromises type design wall thickness. This commenter states that the current cleaning and inspection procedures may have the potential for entrapment of cleaning and inspection solutions between the case wall and containment shields. The FAA has studied this concern and does not believe this is a problem. The FAA has determined that the containment shields are attached with a stitch weld, which will allow for sufficient purging of potentially corrosive solutions. When the TECs were sectioned in the evaluation, no residual deposits of cleaning or inspection solutions were found. However, to assure that corrosion due to potential entrapment of cleaning or inspection fluids is mitigated, the manufacturer is developing enhanced inspection and cleaning procedures in the engine overhaul manual.

One commenter states that they hold two Supplemental Type Certificates (STCs) that provide for modification of the TEC by the installation of a thicker containment wall, and requests inclusion of these STCs as a means of compliance to the AD. The FAA concurs and has revised this final rule accordingly.

One commenter states that the inclusion of an STC in the AD as an alternative method of compliance gives the STC holder an unfair marketing advantage. The commenter requests that their company approved repair be listed in the text of the AD with the STC. The FAA does not concur. The AD identifies all known type designs and, as such, the STC is an FAA-approved type design. The commenter does not hold a design approval and therefore cannot be listed as a method of compliance to this AD. The commenter is listed in the PW SB as a source acceptable to PW for performing the approved repair. Therefore, the FAA would consider them an acceptable source for repair.

One commenter states that due to variations in incidence rate for uncontained TEC penetrations by engine model, i.e., JT9D–7, JT9D–7Q, and JT9D–7R4, that the FAA should adjust the proposed AD to be engine model specific. The FAA does not concur. The FAA finds that any variation in incident rate is not a significant enough factor to warrant providing a model-specific inspection interval.

Since issuance of the NPRM, the FAA has received a report that certain PW JT9D–7R4 TECs were modified improperly. These TECs have a soft material condition, which renders them incapable of properly containing debris, as required by this AD. These TECs were modified to incorporate a replacement ''P'' flange and case wall in accordance with PW SB No. JT9D–7R4–72–513, Revision 3, November 13, 1996, or prior revisions. This final rule AD adds a paragraph to the compliance section requiring heat treatment of all TECs modified in accordance with PW SB No. JT9D–7R4–72–513, Revision 3, November 13, 1996, or prior revisions, in accordance with PW SB No. JT9D–7R4–72–534, dated October 18, 1996.

In addition, PW has issued SB No. 6157, Revision 1, dated July 17, 1996, which only differs from the original by adding additional repair stations. This final rule AD references Revision 1 of this SB.

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 2,748 engines of the affected design in the worldwide fleet. The FAA estimates that 740 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 14 work hours per engine to accomplish the required actions, and that the average labor rate is $60 per work hour. Required parts will cost approximately $1,404 per engine. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $1,660,560.

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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

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

96–25–10 Pratt & Whitney: Amendment 39–9853. Docket 95–ANE–57.

Applicability: Pratt & Whitney (PW) JT9D–3, –7, –20, –59A, –70A, –7Q, and –7R4 series turbofan engines, installed on but not limited to Airbus A300 and A310 series; Boeing 747 and 767 series; and McDonnell Douglas DC–10 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 release of uncontained debris from the turbine exhaust case (TEC) following an internal engine failure, which can result in damage to the aircraft, accomplish the following:

(a) At the next removal of the TEC from the low pressure turbine case ''P'' flange for overhaul, where the No. 4 bearing, carbon seals, lubrication pressurization lines, or scavenge lines are removed for maintenance after the effective date of this AD, but not later than 48 months after the effective date of this AD, accomplish the following:

(1) For PW JT9D–3A, –7, –7A, –7AH, –7H, –7F, –7J, –20, and –20J series turbofan engines, accomplish any one of the following actions:

(i) Install a thicker-walled TEC, with Part Numbers (P/N's) listed in PW SB No. 6113, dated April 13, 1993, as applicable; or

(ii) Install a modified TEC that incorporates a containment shield, with P/N's listed in PW SB No. 5907, dated March 27, 1990, as applicable; or

(iii) Install a modified TEC that incorporates a replacement ''P'' flange and case wall, with P/N's listed in PW SB No. 6118, Revision 3, dated January 10, 1996, or

(iv) Install a modified TEC that incorporates a replacement ''P'' flange and case wall, with Chromalloy Supplemental Type Certificate (STC) SE00047AT–D, dated October 15, 1996.

(2) For PW JT9D–7Q and –7Q3 series turbofan engines, accomplish any one of the following actions:

(i) Install a thicker-walled TEC, with P/N's listed in PW SB No. 5977, dated December 14, 1990; or

(ii) Install a modified TEC that incorporates a containment shield, with P/N's listed in PW SB No. 5907, dated March 27, 1990, as applicable; or

(iii) Install a modified TEC that incorporates a replacement ''P'' flange and case wall, with P/N's listed in PW SB No. 6157, Revision 1, dated July 17, 1996; or

(iv) Install a modified TEC that incorporates a replacement ''P'' flange and case wall, with Chromalloy STC SE00047AT–D, dated October 15, 1996.

(3) For PW JT9D–59A and –70A series turbofan engines, accomplish one of the following actions:

(i) Install a thicker-walled TEC, with P/N's listed in PW SB No. 6243, dated February 1, 1996; or

(ii) Install a modified TEC that incorporates a containment shield, with P/N's listed in PW SB No. 5907, dated March 27, 1990, as applicable;

(iii) Install a modified TEC that incorporates a replacement ''P'' flange and case wall, with P/N's listed in PW SB No. 6157, Revision 1, dated July 17, 1996; or

(iv) Install a modified TEC that incorporates a replacement ''P'' flange and case wall, with Chromalloy STC SE00047AT–D, dated October 15, 1996.

(4) For PW JT9D–7R4D (BG–700 series) turbofan engines, accomplish one of the following actions:

(i) Install a thicker-walled TEC, with P/N's listed in PW SB No. JT9D–7R4–72–479, Revision 1, dated November 12, 1993; or

(ii) Install a modified TEC that incorporates a containment shield, with P/N's listed in PW SB No. JT9D–7R4–72–407, Revision 1, dated August 16, 1990, as applicable; or

(iii) Install a modified TEC that incorporates a replacement ''P'' flange and case wall, with Chromalloy STC SE00047AT–D, dated October 15, 1996.

(5) For PW JT9D–7R4D (BG–800 series), –7R4D (BG–900 series), –7R4D1 (AI–500 series), –7R4E (BG–800 series), –7R4E (BG–900 series), –7R4E1 (AI–500 series), –7R4E1 (AI–600 series), –7R4E4 (BG–900 series), –7R4G2 (BG–300 series), and –7R4H1 (AI–600 series) turbofan engines, accomplish any one of the following actions:

(i) Install a thicker-walled TEC, with P/N's listed in PW SB No. JT9D–7R4–72–534, dated October 18, 1996; or

(ii) Install a modified TEC that incorporates a containment shield, with P/N's listed in PW SB No. JT9D–7R4–72–466, Revision 2, dated May 10, 1996; or

(iii) Install a modified TEC that incorporates a replacement ''P'' flange and case wall, with P/N's listed in PW SB No. JT9D–7R4–72–534, dated October 18, 1996; or

(iv) Install a modified TEC that incorporates a replacement ''P'' flange and case wall, with Chromalloy STC SE00054AT–D, dated October 19, 1994.

(6) For PW JT9D–7R4D (BG–800 series), –7R4D (BG–900 series), –7R4D1 (AI–500 series), –7R4E (BG–800 series), –7R4E (BG–900 series), –7R4E1 (AI–500 series), –7R4E1 (AI–600 series), –7R4E4 (BG–900 series), –7R4G2 (BG–300 series), and –7R4H1 (AI–600 series) turbofan engines, with TECs that have been modified to incorporate a replacement flange and case wall, in accordance with PW SB No. JT9D–7R4–72–513, Revision 3, dated November 13, 1996, or previous revisions, perform heat treatment of the TECs in accordance with the Accomplishment Instructions of PW SB No. JT9D–7R4–72–534, dated October 18, 1996.

(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. 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.

(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 SBs:

Document No.	Pages	Revision	Date
SB No. 6113	1–38	Original	April 13, 1993.
Total pages: 38.			
SB No. 5977	1–6	Original	December 14, 1990.
Total pages: 6.			
SB No. JT9D–7R4–72–479	1	1	November 12, 1993.
	2, 3	Original	February 25, 1993.
	4–6	1	November 12, 1993.
Total pages: 6.			
SB No. 6243	1–6	Original	February 1, 1996.
Total pages: 6.			
SB No. JT9D–7R4–72–513	1–19	3	November 13, 1996.
Total pages: 19.			
SB No. JT9D–7R4–72–534	1–26 5	Original	October 18, 1996.
Total pages: 26.			
SB No. 5907	1–32	Original	March 27, 1990.
Total pages: 32.			
SB No. JT9D–7R4–72–407	1	1	August, 16, 1990.
	2–5	Original	March 30, 1990.
	6	1	August 16, 1990.
	7–22	Original	March 30, 1990.
Total pages: 22.			
SB No. JT9D–7R4–72–466	1, 2	2	May 10, 1996.
	3–8	Original	January 15, 1993.
	9–11	1	March 4, 1994.
	12, 13	Original	January 15, 1993.
	14–16	1	March 4, 1994.
	17, 18	Original	January 15, 1993.

Document No.	Pages	Revision	Date
Total pages: 18.			
SB No. 6118	1	3	January 10, 1996.
	2–5	2	April 18, 1995.
	6–32	Original	April 15, 1993.
	33	2	April 18, 1995.
	34–38	Original	April 15, 1993.
	39	1	May 20, 1993.
	40	Original	April 15, 1993.
	41–44	1	May 20, 1993.
	45	3	January 10, 1996.
Total pages: 45.			
SB No. 6157	1	1	July 17, 1996.
	2–15	Original	February 9, 1994.
	16	1	July 17, 1996.
Total pages: 16.			

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, 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 February 18, 1997.

Issued in Burlington, Massachusetts, on December 4, 1996.

James C. Jones,

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

[FR Doc. 96–31947 Filed 12–18–96; 8:45 am]

BILLING CODE 4910–13–U

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14 CFR Part 39

[Docket No. 96–NM–160–AD; Amendment 39–9862; AD 96–25–19]

RIN 2120–AA64

Airworthiness Directives; McDonnell Douglas Model MD–11 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain McDonnell Douglas Model MD–11 series airplanes, that currently requires either the application of a vapor sealant on the back of the receptacle of the auxiliary power unit (APU) power feeder cable; or a one-time visual inspection for gold-plating and evidence of damage of the connector contacts of the power feeder cable of the APU generator, and various follow-on actions. This amendment adds a requirement for replacement of certain connector contacts (pins/sockets) with gold-plated contacts. This amendment is prompted by reports of burning and arcing of the connector contacts of the power feeder cable of the APU generator. The actions specified by this AD are intended to reduce the potential for a fire hazard as a result of such burning or arcing.

DATES: Effective January 27, 1997.

The incorporation by reference of McDonnell Douglas Alert Service Bulletin MD11–24A104, dated May 7, 1996, as listed in the regulations was approved previously by the Director of the Federal Register as of June 21, 1996 (61 FR 28736, June 6, 1996).

ADDRESSES: The service information referenced in this AD may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1–L51 (2–60). 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 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.

FOR FURTHER INFORMATION CONTACT: Brett Portwood, Aerospace Engineer, Systems and Equipment Branch, ANM–130L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627–5347; fax (310) 627–5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 96–12–10, amendment 39–9652 (61 FR 28736, June 6, 1996), which is applicable to certain McDonnell Douglas Model MD–11 series airplanes, was published in the Federal Register on September 30, 1996 (61 FR 51058). The action proposed to require supersede AD 96–12–10 to continue to require a one-time visual inspection for gold-plating and evidence of damage of the connector contacts of the power feeder cable of the auxiliary power unit (APU) generator, and various follow-on actions. This action also proposed to add a requirement for replacement of certain connector contacts with gold-plated contacts.

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

The commenter supports the proposed rule.

Conclusion

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 as proposed.

Cost Impact

There are approximately 149 McDonnell Douglas Model MD–11 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 45 airplanes of U.S. registry will be affected by this AD.

The actions that are currently required by AD 96–12–10 take approximately 2 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the cost impact of the currently required actions on U.S. operators is estimated to be $5,400, or $120 per airplane.

The new action (replacement) that is required by this new AD will take approximately 9 work hours per airplane to accomplish, at an average labor rate of $60 per work hour.