

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 adding the following new airworthiness directive:

95-15-51 Pratt and Whitney: Amendment 39-9345. Docket 95-ANE-40

Applicability: Pratt and Whitney (PW) Model JT8D-9A turbofan engines identified by the following Serial Numbers: 656953, 656981, 657299, 657308, 657607, 657608, 657612, 666862, 666868, 666906, 666912, 666915, 666948, 666955, 666957, 666967, 666973, 666987, 667136, 667137, 667143, 667154, and 667165. These engines are installed on but not limited to Boeing 727 and 737 series, 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 (d) 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.

To prevent an uncontaminated high pressure compressor (HPC) disk failure and damage to the aircraft, accomplish the following:

(a) For engines that contain any 7th through 12th stage HPC disk that has accumulated 2,900 or more cycles in service (CIS) on the effective date of this AD since HPC disk inspection performed by Turk Hava Yollari (THY), visually inspect each 7th through 12th stage HPC disk within 10 days, or 100 CIS after the effective date of this AD, whichever occurs first, for evidence of corrosion pitting and cracks in accordance with PW JT8D Engine Manual, Part Number (P/N) 481672, Section 72-36-41 through -46,

as applicable. Pay particular attention to the inspection of the bolt holes, and shielding holes, as applicable. Replace all corroded or cracked disks with a serviceable part prior to further flight.

(b) For engines that contain any 7th through 12th stage HPC disk that has accumulated less than 2,900 CIS on the effective date of this AD since HPC disk inspection performed by THY, visually inspect each 7th through 12th stage HPC disk prior to the accumulation of 3,000 CIS since HPC inspection performed by THY for evidence of corrosion pitting and cracks in accordance with PW JT8D Engine Manual, P/N 481672, Section 72-36-41 through -46, as applicable. Pay particular attention to the inspection of the bolt holes, and shielding holes, as applicable. Replace all corroded or cracked disks with a serviceable part prior to further flight.

(c) No AD action is required for those engines that contain 7th through 12th stage HPC disks that were all inspected by an FAA-approved repair station after the last 7th through 12th stage HPC disk inspection performed by THY.

(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, 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.

(e) Special flight permits may be issued in accordance with §§ 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.

(f) This amendment becomes effective September 8, 1995, to all persons except those persons to whom it was made immediately effective by telegraphic AD T95-15-51, issued July 10, 1995, which contained the requirements of this amendment.

Issued in Burlington, Massachusetts, on August 15, 1995.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95-20852 Filed 8-23-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 95

[Docket No. 28305; Amdt. No. 391]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

EFFECTIVE DATE: 0901 UTC, September 14, 1995.

FOR FURTHER INFORMATION CONTACT:

Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards Service Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8277.

SUPPLEMENTARY INFORMATION: This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days. The FAA has determined that this regulation only involves an established

body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current.

It, therefore—(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) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a

substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 95

Airspace, Navigation (air)

Issued in Washington, DC on August 15, 1995.

Thomas C. Accardi,
Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the

Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC,

PART 95—[AMENDED]

1. The authority citation for part 95 is revised to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113; 49 U.S.C. 106(g) (Revised Pub. L. 97–449, January 12, 1983); and 14 CFR 11.49(b)(2).

2. Part 95 is amended to read as follows:

REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES AND CHANGEOVER POINTS

[Amendment 391 Effective Date, September 14, 1995]

From	To	MEA
§ 95.6026 VOR Federal Airway 26 Is Amended To Read in Part		
Huron, SD VORTAC *3200—MOCA	Obitt, SD FIX	*4000
§ 95.6033 VOR Federal Airway 33 Is Amended To Read in Part		
Faged, VA FIX	Colin, VA FIX	4000
§ 95.6181 VOR Federal Airway 181 Is Amended To Read in Part		
Sioux Falls, SD VORTAC *3300—MOCA	Obitt, SD FIX	*4000
Obitt, SD FIX *3100—MOCA	Watertown, SD VORTAC	*4000
§ 95.6220 VOR Federal Airway 220 Is Amended To Read in Part		
Sioux Falls, SD VORTAC *3200—MOCA	Watertown, SD VORTAC	*4000

From	To	MEA	MAA
§ 95.7505 Jet Route No. 505 Is Amended To Read in Part			
Seattle, WA VORTAC	U.S. Canadian Border	#24000	45000

#MEA is established with a gap in navigation signal coverage.

Airway segment		Changeover points	
From	To	Distance	From
§ 95.8005 Jet Routes Changeover Points. Is Amended by Adding			
Seattle, WA VORTAC	Cranbrook, Canada VOR/DME	108	Seattle.

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14 CFR Part 97

[Docket No. 28298; Amdt. No. 1679]

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes

occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference-approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located; or

3. The Flight Inspection Area Office which originated the SIAP.

For Purchase— Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

By Subscription— Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents,