

**DATES:** Effective June 16, 1995.

The incorporation by reference of certain publications listed in the regulations was previously approved by the Director of the Federal Register as of June 16, 1995 (60 FR 28527, June 1, 1993).

**FOR FURTHER INFORMATION CONTACT:**

Wahib Mina, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5324; fax (310) 627-5210.

**SUPPLEMENTARY INFORMATION:**

Airworthiness Directive (AD) 95-11-13, amendment 39-9246, applicable to certain McDonnell Douglas Model MD-11 series airplanes, was published as a final rule in the **Federal Register** on June 1, 1995 (60 FR 28527). As published, that final rule contained a typographical error in paragraph (c). Paragraph (c) indicated that no person shall install an aft mount beam assembly, part number (P/N) 221-021-501. However, the correct P/N is 221-0261-501, which is cited correctly throughout the rest of the final rule.

This document corrects the reference to the P/N cited in the paragraph (c) of AD 95-11-13, to read as follows:

“(c) As of the effective date of this AD, no person shall install an aft mount beam assembly, P/N 221-0261-501, on any airplane, unless it has been previously inspected and re-identified in accordance with the paragraph 3.B., Phase 2, of the Accomplishment Instructions of McDonnell Douglas Alert Service Bulletin MD11-71A073, Revision 1, dated May 16, 1995.”

Since no other part of the regulatory information has been changed, the final rule is not being republished.

Issued in Renton, Washington, on June 9, 1995.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95-14629 Filed 6-14-95; 8:45 am]

BILLING CODE 4910-13-U

**14 CFR Part 39**

**[Docket No. 95-ANE-20; Amendment 39-9270; AD 95-12-19]**

**Airworthiness Directives; Pratt & Whitney JT8D-200 Series Turbofan Engines**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is

applicable to Pratt & Whitney (PW) JT8D-200 series turbofan engines. This action requires periodic inspection of fan blades for locked fan blade shrouds and foreign object damage (FOD); unlocking of fan blade shrouds, if necessary; and lubrication of fan blade shrouds. This amendment is prompted by reports of six recent fan blade failures, two of which resulted in the separation of the engine nose cowl from the aircraft. The actions specified in this AD are intended to prevent fan blade failure, which can result in damage to the aircraft.

**DATES:** Effective June 30, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 30, 1995.

Comments for inclusion in the Rules Docket must be received on or before August 14, 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. 95-ANE-20, 12 New England Executive Park, Burlington, MA 01803-5299.

The service information referenced in this AD 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; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Mark A. Rumizen, Aerospace Engineer, Engine 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:** The Federal Aviation Administration (FAA) has received six recent reports of engine failures due to fan blade failures on Pratt & Whitney (PW) JT8D-200 series turbofan engines. Fan blade failures can have serious secondary effects such as inlet cowl penetration or liberation, engine flange separation, fuel leaks, or impact damage to the aircraft. Most of these failures result from fractures that originate in the leading edge of the blade just above the platform. The FAA has determined that the primary cause of the failures is high cycle fatigue (HCF) cracking that is initiated by foreign object damage (FOD) to this area of the blade. Other factors have been found to increase the blade stresses such that the blade is more susceptible to

FOD induced HCF cracking. These factors include locked fan blade shrouds, which increase blade stresses, and leading edge erosion, which can produce blade flutter. This condition, if not corrected, could result in fan blade failure, which can result in damage to the aircraft.

The FAA has reviewed and approved the technical contents of PW All Operators Wire (AOW) No. JT8D/72-33/CTS: CRC-5-4-5-1, dated April 5, 1995, that describes procedures for periodic inspection of fan blades for locked rotors and FOD; unlocking of fan blade shrouds, if necessary; and lubrication of fan blade shrouds.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of the same type design, this airworthiness directive (AD) is being issued to prevent fan blade failure, which can result in damage to the aircraft. This AD requires periodic inspection of fan blades for locked rotors and FOD; unlocking of fan blade shrouds, if necessary; and lubrication of fan blade shrouds. The actions are required to be accomplished in accordance with the AOW described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

**Comments Invited**

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments