14 CFR Part 39

[Docket No. 81-ANE-03; Amendment 39-9327; AD 95-16-07]

Airworthiness Directives; Pratt & Whitney JT8D Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.
ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to Pratt & Whitney JT8D series turbofan engines, that currently requires initial and repetitive inspections of 9th through 12th stage high pressure compressor (HPC) disks at the tierod holes. This amendment eliminates an optional on-wing ultrasonic inspection of the 10th stage high pressure compressor (HPC) disk. This amendment is prompted by a report of an uncontained failure of a 10th stage HPC disk that was previously inspected using the on-wing ultrasonic inspection method. The actions specified by this AD are intended to prevent uncontained fractures of 9th through 12th stage HPC disks and engine failure.

DATES: Effective September 11, 1995. The incorporation by reference of certain publications listed in the regulations is approved by the Director

of the Federal Register as of September

11, 1995.

ADDRESSES: The service information referenced in this AD may be obtained from Pratt & Whitney, Technical Publications Department, M/S 132–30, 400 Main Street, 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 01803–5299; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

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SUPPLEMENTARY INFORMATION: On February 7, 1984, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 81–08–02 R2, Amendment No. 39–4817 (49 FR 7361; February 29, 1984), to require initial and repetitive inspections of 9th through 12th stage high pressure compressor (HPC) disks at the tierod holes in Pratt & Whitney (PW) JT8D

series turbofan engines. That action was prompted by cracks in the tierod holes in HPC disks that resulted in engine failures. That condition, if not corrected, can result in uncontained fractures of 9th through 12th stage HPC disks and engine failure.

Ōn August 30, 1984, the FAA issued a correction to AD 81–08–02 R2, Amendment 39–4817 (49 FR 35618; September 11, 1984), to include an engine model that had been inadvertently omitted from the AD.

Since issuance of AD 81–08–02 R2, the FAA received a report of an uncontained fracture of a 10th stage HPC disk. This disk had been subjected to three previous on-wing ultrasonic inspections prior to fracture. This method has since been determined as inadequate for detecting tierod hole cracking.

On May 8, 1989, the FAA issued a notice of proposed rulemaking (NPRM) that was published in the **Federal Register** (54 FR 22306; May 23, 1989), that would have amended the existing AD by eliminating the optional on-wing ultrasonic inspection of the 10th stage HPC disk, and by including an engine model inadvertently omitted.

Since the issuance of that NPRM, the FAA has determined that the reference to the inadvertently omitted engine model was unnecessary, as the FAA had remedied this discrepancy in the August 30, 1984, correction. Also, the FAA now utilizes a revised format that supersedes existing AD's by publishing a complete document rather than only amending applicable paragraphs of the compliance section. Since the FAA changed the format of the proposed rule, the FAA determined that it was desirable to reopen the comment period to provide additional opportunity for public comment.

A Supplementary NPRM was published in the **Federal Register** on December 19, 1994 (59 FR 65281). That action reprints the corrected AD compliance section text in its entirety for clarity.

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

The commenter states no objection to adoption of the proposed rule.

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 as proposed.

There are approximately 200 engines that are affected by this AD, and the FAA has determined that eliminating the optional on-wing ultrasonic

inspection will have negligible economic impact, since most operators use uninstalled tenth stage disk inspections.

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 39–4817 (49 FR 35618, September 11, 1984) and by adding a new airworthiness directive, Amendment 39–9327, to read as follows:

95–16–07 Pratt & Whitney: Amendment 39–9327. Docket 81–ANE–03. Supersedes AD 81–08–02 R2, Amendment 39–4817.

Applicability: Pratt & Whitney (PW) JT8D–1, –1A, –7, –7A, –7B, –9, –9A, –11, –15, –15A, –17, –17A, –17R, and –17AR turbofan engines with 9th through 12th stage high pressure compressor (HPC) disks specified in