Note 2: Installation of an improved design engine truss, P/N 129–910032–79, on any of the affected airplanes does not eliminate the repetitive inspection requirement of this AD.

Note 3: Compliance with a previous revision level of the service bulletin referenced in this AD fulfills the applicable requirements of this AD and is considered "unless already accomplished".

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

(f) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Wichita ACO, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(g) The inspections and replacement (if necessary) required by this AD shall be done in accordance with Beech Service Bulletin No. 2255, Revision VI, dated August 1994. 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 the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201–0085, Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(h) This amendment (39–9136) supersedes AD 92–06–09, Amendment 39–8189.

(i) This amendment (39–9136) becomes effective on March 25, 1995.

Issued in Kansas City, Missouri, on January 26, 1995.

Michael K. Dahl,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–2403 Filed 2–2–95; 8:45 am]

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14 CFR Part 39

[Docket No. 94–ANE–40; Amendment 39– 9135; AD 95–02–16]

Airworthiness Directives; Pratt & Whitney JT8D Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT. **ACTION:** Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD),

applicable to certain Pratt & Whitney (PW) JT8D series turbofan engines, that currently requires initial and repetitive inspections of the Number 7 fuel nozzle and support assembly, replacement of the Number 7 fuel nozzle and support assembly with a more leak-resistant configuration, and replacement of aluminum oil pressure and scavenge tube fittings with steel fittings. This amendment adds a requirement incorporated in a new revision of a PW Alert Service Bulletin (ASB) that was omitted from the existing AD to replace an additional aluminum oil scavenge line bolt with a steel bolt. This amendment also makes a correction to a note in the compliance section to apply only to PW JT8D-200 series engines. This amendment is prompted by the need to make these corrections. The actions specified by this AD are intended to prevent fuel leakage from the Number 7 fuel nozzle and support assembly, ignition of that leaking fuel, and liberation of oil from melted oil line fittings, which can result in an uncontained engine fire and damage to the aircraft.

DATES: Effective February 21, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 21, 1995.

Comments for inclusion in the Rules Docket must be received on or before April 4, 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. 94–ANE–40, 12 New England Executive Park, Burlington, MA 01803–5299.

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 FAA, New England Region, Office of the Assistant Chief Counsel, 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: On June 29, 1994, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 94–14–16, Amendment 39–8964 (59 FR 35238, July

11, 1994), applicable to Pratt & Whitney (PW) JT8D series turbofan engines, to require inspection of the Number 7 fuel nozzle and support assembly for evidence of fuel leakage and burning until replacement of the Number 7 fuel nozzle and support assembly with an improved sealing configuration. That AD also requires replacement of the aluminum oil tube fittings with steel fittings. That action was prompted by two reports of uncontained engine fires on Pratt & Whitney (PW) JT8D series engines due to fuel leakage from the Number 7 fuel nozzle and support assembly, ignition of that fuel, melting of aluminum oil pressure and scavenge tube fittings that are in the proximity of the Number 7 nozzle, and augmentation of that fire with the liberated oil. The resulting fire burned through the engine diffuser case and fan ducts, causing an aircraft engine cowl fire. That condition, if not corrected, could result in fuel leakage from the Number 7 fuel nozzle and support assembly, ignition of that leaking fuel, and liberation of oil from melted oil line fittings, which can result in an uncontained engine fire and damage to the aircraft.

Since the issuance of that AD, the FAA noted the omission of the requirement to replace an additional aluminum oil scavenge line bolt with a steel bolt. This additional requirement is incorporated in Revision 2 to PW Alert Service Bulletin (ASB) No. A6170, dated October 20, 1994. Also, the FAA was alerted of an error in the compliance section where the incorrect engine series was specified. In paragraph (b)(2)(iv), the reference to "all other JT8D engines" should read "JT8D– 200 series engines." In addition, PW has issued Revision 2 to ASB No. A6169, dated October 26, 1994, which differs from Revision 1, cited in the current AD, only by minor, non-substantive changes.

The FAA has reviewed and approved the technical contents of PW ASB No. A6153, Revision 1, dated June 8, 1994, that describes procedures for initial and repetitive borescope inspections of the Number 7 fuel nozzle and support assembly; and PW ASB A6170, Revision 2, dated October 20, 1994, and ASB No. A6169, Revision 2, dated October 26, 1994, that describe procedures for replacement of the Number 7 fuel nozzle and support assembly with a more leak-resistant configuration and replacement of the aluminum oil tube fittings with steel fittings, respectively.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of this same type design, this AD supersedes AD 94– 14–16 to continue to require inspection