

regulations is approved by the Director of the Federal Register as of January 11, 1996.

Comments for inclusion in the Rules Docket must be received on or before February 26, 1996.

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-58, 12 New England Executive Park, Burlington, MA 01803-5299.

The service information referenced in this AD may be obtained from Pratt & Whitney, Publications Department, M/S 132-30, 400 Main St., 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 August 15, 1995, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 95-15-51, Amendment 39-9345 (60 FR 43963, August 24, 1995), applicable to Pratt & Whitney (PW) JT8D series engines with specified serial numbers, to require inspection, and replacement if necessary, of suspect 7th through 12th stage high pressure compressor (HPC) disks. That action was prompted by a report that on June 8, 1995, a PW JT8D-9A engine, installed on a McDonnell Douglas DC-9-32 aircraft, experienced an uncontained engine failure during takeoff at the William B. Hartsfield International Airport in Atlanta, Georgia. The FAA determined that the 7th stage HPC disk failed due to a fatigue crack that originated at a corrosion pit in a shielding hole. The FAA further determined that the fatigue crack origination could have resulted from a disk inspection not performed in accordance with all practices and procedures specified by the FAA and PW. This disk inspection was performed at Turk Hava Yollari (THY), a Turkish engine overhaul and maintenance facility. The FAA identified 24 suspect engines in that AD that had been overhauled by THY for which HPC disk inspection was required. That condition, if not corrected, could result in an uncontained HPC disk failure,

which can result in damage to the aircraft.

Since the issuance of that AD, the FAA has identified an additional 46 suspect engines, based on a review of records from the THY facility. In addition, the FAA has also developed revised inspection intervals, based on further examination and analysis of suspect disks. Also, PW has issued Alert Service Bulletin (ASB) No. A6226, dated October 17, 1995. Finally, this superseding AD requires reporting the results of the inspection to the manufacturer. The FAA has reviewed and approved the technical contents of that ASB, which defines inspection requirements of these suspect disks.

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 95-15-51 to add 46 more applicable engines, to revise the inspection requirements, to incorporate PW ASB No. A6226, dated October 17, 1995, and to report the results of the inspection to the manufacturer. The actions are required to be accomplished in accordance with the ASB 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

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 notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95-ANE-58." The postcard will be date stamped and returned to the commenter.

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 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 USC 106(g), 40101, 40113, 44701.