

§ 39.13 [AMENDED]

2. Section 39.13 is amended by removing Amendment 39—9345 (60 FR 43963, August 24, 1995), and by adding a new airworthiness directive, Amendment 39—9461, to read as follows:

95–26–03 Pratt & Whitney: Amendment 39–9461. Docket 95–ANE–58. Supersedes AD 95–15–51, Amendment 39–9345.

Applicability: Pratt & Whitney (PW) Models JT8D–1, –1A, –1B, –7, –7A, –9, –9A, –11, –15, –15A, –17, –17A, –17R, –17AR engines with serial numbers specified in Section 2 of PW Alert Service Bulletin (ASB) No. A6226, dated October 17, 1995. These engines are installed on but not limited to Boeing B727 and B737, and McDonnell Douglas DC–9 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 (c) 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 uncontained high pressure compressor (HPC) disk failure, which can result in damage to the aircraft, accomplish the following:

(a) Perform a records search, inspect if necessary, repair or replace if necessary, and report results, of stage 7 through 12 HPC disks in accordance with the intervals and procedures of paragraph 2.A through 2.D of PW ASB No. A6226, dated October 17, 1995. Reporting requirements have been approved by the Office of Management and Budget and assigned OMB control number 2120–0056.

(b) For the purpose of this AD, the accomplishment effective date to be used for determination of inspection intervals, as required by Section 2.B of PW ASB A6226, dated October 17, 1995, is defined as the effective date of this AD.

(c) 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.

(d) Special flight permits may be issued in accordance with sections 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.

(e) The actions required by this AD shall be done in accordance with the following service document:

Document No.	Pages	Revision	Date
PW ASB No. A6226	1–20	Original ..	October 17, 1995.
Total pages: 20.			

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 Pratt & Whitney, Publications Department, M/S 132–30, 400 Main St., East Hartford, CT 06108. Copies may be inspected 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.

(f) This amendment becomes effective on January 11, 1996.

Issued in Burlington, Massachusetts, on December 11, 1995.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95–31332 Filed 12–26–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 91

[Docket No. 24456; Amendment No. 91–247]

Special VFR Weather Minimums

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; technical amendment.

SUMMARY: This action corrects the Special visual flight rules (SVFR) weather minimums in Alaska.

Specifically, this action allow SVFR operations in Alaska when the sun is 6 degrees or more below the horizon.

EFFECTIVE DATE: December 27, 1995.

FOR FURTHER INFORMATION CONTACT:

Janet Apple, Air Traffic Rules Branch, ATP–230, Airspace Rules and Aeronautical Information Division, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267–8783.

SUPPLEMENTARY INFORMATION: On December 17, 1991, the FAA published the Airspace Reclassification final rule (56 FR 65638) that, in pertinent part, changed regulations and procedures in regard to airspace classifications. These changes, effective September 16, 1992, were intended to simplify airspace classifications to reduce airspace complexity and thereby enhance safety.

Prior to the Airspace Reclassification final rule, § 91.157 of Title 14, Code of Federal Regulations (14 CFR) stated that no person may operate an aircraft (other than a helicopter) in a control zone under the special weather minimums of section 91.157 between sunset and sunrise (or in Alaska, when the sun is more than 6 degrees below the horizon), with additional conditions. However, the amendment language in the Airspace Reclassification final rule

(Amdt. 91–227 56 FR 65660, December 17, 1991) inadvertently changed section 91.157 to read “* * * 6 degrees or more above the horizon.” This technical amendment corrects that error.

The Amendment

This amendment to 14 CFR part 91 subparagraph (b)(4) revises the restriction for Special VFR operations in Alaska to 6 degrees or more below the horizon. The FAA has determined that this action: (1) Is not a “major rule” under Executive Order 12291; (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 negligible.

This action is a clarification of an existing rule and does not place any new restrictions or requirements on the public, but rather lifts certain restrictions presently in place. Notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

List of Subjects in 14 CFR Part 91

Air traffic control, Aircraft, Airmen, Airports, Aviation safety.