

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 the engine electronic overspeed protection system from failing to function as designed, which can result in the inability to arrest an uncontrolled power turbine (PT) rotor overspeed and damage to the aircraft, accomplish the following:

(a) Within 150 hours time in service after the effective date of this AD, accomplish either paragraph (a)(1) or paragraph (a)(2) of this AD.

(1) Replace magnetic speed pickups, P/N 4-301-356-01, in the engine electronic overspeed protection system, with a serviceable part in accordance with Allied Signal Engines SB No. LTS101-73-10-0169, dated December 12, 1994.

(2) Inspect magnetic speed pickups, P/N 4-301-356-01, in the engine electronic overspeed protection system, for polarity in accordance with AlliedSignal Engines SB No. LTS101-73-10-0169, dated December 12, 1994, and prior to further flight, remove magnetic speed pickups with incorrect polarity, and replace with a serviceable part, in accordance with AlliedSignal Engines SB No. LTS101-73-10-0169, dated December 12, 1994.

(b) Prior to installation, inspect all uninstalled magnetic speed pickups, P/N 4-301-356-01, for polarity, and replace pickups with incorrect polarity with a serviceable part, in accordance with AlliedSignal Engines SB No. LTS101-73-10-0169, dated December 12, 1994.

(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 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 inspection, and replacement, of the magnetic speed pickups shall be done in accordance with the following AlliedSignal Engines service document:

Document No.	Pages	Date
SB No. LTS101-73-10-0169. Total pages: 3	1-3	Dec. 12, 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 AlliedSignal Engines, 550 Main Street,

Stratford, CT 06497; telephone (203) 385-1470, fax (203) 385-2256. 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 May 9, 1995.

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

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95-9472 Filed 4-19-95; 2:14 pm]

BILLING CODE 4910-13-P

14 CFR Part 39

[Docket No. 95-ANE-04; Amendment 39-9204; AD 95-08-15]

Airworthiness Directives; Pratt & Whitney JT8D 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 series turbofan engines. This action requires a one-time borescope inspection of certain combustion chamber outer cases (CCOC) installed only on McDonnell Douglas DC-9 series and Boeing 737 series aircraft, and an ultrasonic inspection of all affected CCOC's at every accessibility. This amendment is prompted by reports of two CCOC ruptures in service and of two CCOC's discovered during maintenance with intergranular cracks. The actions specified in this AD are intended to prevent CCOC rupture, which can result in an uncontained engine failure and damage to the aircraft.

DATES: Effective May 9, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 9, 1995.

Comments for inclusion in the Rules Docket must be received on or before June 23, 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-04, 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 reports of two uncontained engine failures on Pratt & Whitney (PW) JT8D series turbofan engines.

Investigation revealed that the engine failures were due to combustion chamber outer case (CCOC) ruptures that exhibited intergranular cracking. The CCOC ruptures resulted from the low cycle fatigue (LCF) propagation of the intergranular crack. In addition, intergranular cracking on two other CCOC's was discovered during in-shop maintenance. The FAA has determined that intergranular cracks may develop from an initiation site on the case during assembly of the CCOC to the high pressure turbine (HPT) case, or during engine operation in which an impact load is imposed on the CCOC. During subsequent engine operation, the crack can then propagate to failure due to normal LCF loads. Analysis of operating experience relative to CCOC ruptures indicated that only engines installed on McDonnell Douglas DC-9 series and Boeing 737 series aircraft have a significant risk of CCOC rupture, whereas engines installed on other aircraft have been statistically proven to have less risk of CCOC rupture.

Therefore, the FAA has determined that a borescope inspection of CCOC's installed only on McDonnell Douglas DC-9 series and Boeing 737 series aircraft is required to meet safety of flight criteria. However, the FAA has determined that an ultrasonic inspection of all affected CCOC's during in-shop maintenance is also required, regardless of intended aircraft installation, to meet safety of flight criteria. This condition, if not corrected, could result in CCOC rupture, which can result in an uncontained engine failure and damage to the aircraft.

The FAA has reviewed and approved the technical contents of PW Alert Service Bulletin (ASB) No. A6202, dated February 20, 1995, that describes procedures for a one-time borescope inspection of certain CCOC's installed