

Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 92-ANE-15-AD]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney JT8D-200 Series Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede an existing airworthiness directive (AD) for Pratt & Whitney JT8D-200 series turbofan engines. That AD currently requires installation of high pressure turbine (HPT) containment hardware on JT8D-217C and -219 engines. That AD also currently requires replacing LPT-to-exhaust case bolts and nuts with improved containment hardware on JT8D-209, -217, -217A, -217C, and -219 engines. This proposed AD would require installation of improved HPT containment hardware on JT8D-209, -217, -217A, -217C, and -219 engines. This proposed AD results from four reports of uncontained HPT failures of JT8D-200 series engines, since AD 99-22-14 was issued. We are proposing this AD to prevent uncontained HPT events resulting from HPT shaft fractures.

DATES: We must receive any comments on this proposed AD by September 13, 2004.

ADDRESSES: Use one of the following addresses to submit comments on this proposed AD:

- By mail: Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 92-ANE-15-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

- By fax: (781) 238-7055.
- By e-mail: 9-ane-adcomment@faa.gov.

You may get the service information identified in this proposed AD from Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-7700; fax (860) 565-1605.

You may examine the AD docket at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA.

FOR FURTHER INFORMATION CONTACT:

Keith Lardie, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7189; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to submit any written relevant data, views, or arguments regarding this proposal. Send your comments to an address listed under **ADDRESSES**. Include "AD Docket No. 92-ANE-15-AD" in the subject line of your comments. If you want us to acknowledge receipt of your mailed comments, send us a self-addressed, stamped postcard with the docket number written on it; we will date-stamp your postcard and mail it back to you. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the proposed AD. If a person contacts us verbally, and that contact relates to a substantive part of this proposed AD, we will summarize the contact and place the summary in the docket. We will consider all comments received by the closing date and may amend the proposed AD in light of those comments.

We are reviewing the writing style we currently use in regulatory documents. We are interested in your comments on whether the style of this document is clear, and your suggestions to improve the clarity of our communications that affect you. You may get more information about plain language at <http://www.faa.gov/language> and <http://www.plainlanguage.gov>.

Examining the AD Docket

You may examine the AD Docket (including any comments and service information), by appointment, between 8 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays. See **ADDRESSES** for the location.

Discussion

On October 21, 1999, the FAA issued AD 99-22-14, Amendment 39-11392 (64 FR 58328, October 29, 1999). That AD requires installation of HPT containment hardware on JT8D-217C and -219 engines. That AD also requires replacing LPT-to-exhaust case bolts and nuts with improved containment hardware on JT8D-209, -217, -217A, -217C, and -219 engines. That AD was the result of reports of uncontained HPT events resulting from HPT shaft fractures and LPT flange separations resulting from LPT blade failures. That condition, if not corrected, could result in uncontained HPT events resulting from HPT shaft fractures and LPT flange separations resulting from LPT blade failures.

Actions After AD 99-22-14 was Issued

After AD 99-22-14 was issued, we received four reports of uncontained HPT shaft fractures on JT8D-200 series engines. During one of these failures on a JT8D-217A engine, parts escaped forward of the old configuration HPT containment shield. This event demonstrates that the old configuration HPT containment shield is insufficient for preventing uncontained engine failures. AD 99-22-14 did not require JT8D-209, -217, and -217A engines to install the improved HPT containment shields.

Also, after that AD was issued, PW determined that the LPT-to-exhaust case bolts and nuts introduced by AD 99-22-14 have a higher failure rate than the previous bolt and nut configuration. We are preparing a separate proposed AD to address the replacement of that hardware, as recommended in a recently issued PW SB. This proposal no longer requires the replacement of LPT-to-exhaust case bolts and nuts with the bolts and nuts required by AD 99-22-14.

Also, after that AD was issued, we discovered that the requirements from superseded AD 93-23-10, Amendment 39-8746, to install HPT containment shields on JT8D-209, -217, and -217A engines, were inadvertently omitted from AD 99-22-14.

Relevant Service Information

We have reviewed and approved the technical contents of Pratt & Whitney Alert Service Bulletin (ASB) No. A6346, Revision 3, dated May 21, 2004, which

describes the installation of improved HPT containment hardware on JT8D-209, -217, -217A, -217C, and -219 engines.

Differences Between This Proposed AD and the Manufacturer's Service Information

Although Pratt & Whitney ASB No. A6346, Revision 3, dated May 21, 2004, has an installation termination date of December 31, 2004, for all the affected engine models, this proposed AD would require the installation on JT8D-209, -217, and -217A engines no later than December 31, 2007.

FAA's Determination and Requirements of the Proposed AD

We have evaluated all pertinent information and identified an unsafe condition that is likely to exist or develop on other products of this same type design. Therefore, we are proposing this AD, which would require the installation of improved HPT containment hardware at the following:

- For JT8D-209, -217, and -217A engines, at the next engine shop visit after the effective date of this proposed AD, but no later than December 31, 2007; and
- For JT8D-217C and -219 engines, at the next engine shop visit after the effective date of this AD, but no later than December 31, 2004.

The proposed AD would require that you do these actions using the service information described previously.

Costs of Compliance

There are about 2,345 PW JT8D-200 series turbofan engines of the affected design in the worldwide fleet. We estimate that 1,143 engines are installed on airplanes of U.S. registry, and that 280 engines would be affected by this proposed AD. We estimate that 80% of the -217C and -219 engines already have the improved HPT containment hardware installed. We also estimate that no additional labor costs will be incurred when these parts are installed

during engine shop visit. Required parts would cost about \$19,991 per engine. Based on these figures, we estimate the total cost of the proposed AD to U.S. operators to be \$5,597,480.

Regulatory Findings

We have determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect 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.

For the reasons discussed above, I certify that the proposed regulation:

1. Is not a "significant regulatory action" under Executive Order 12866;
2. Is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and
3. Would not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a summary of the costs to comply with this proposal and placed it in the AD Docket. You may get a copy of this summary by sending a request to us at the address listed under **ADDRESSES**. Include "AD Docket No. 92-ANE-15-AD" in your request.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

TABLE 1.—COMPLIANCE SCHEDULE

For engine models	Install improved HPT containment hardware
JT8D-217C and -219	At the next engine shop visit after the effective date of this AD, but no later than December 31, 2004.
JT8D-209, -217, and -217A	At the next engine shop visit after the effective date of this AD, but no later than December 31, 2007.

Definition

(g) For the purpose of this AD, an engine shop visit is defined as engine maintenance that involves the separation of the J and K flanges.

Alternative Methods of Compliance

(h) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. The FAA amends § 39.13 by removing Amendment 39-11392 (64 FR 58328, October 29, 1999) and by adding a new airworthiness directive, to read as follows:

Pratt & Whitney: Docket No. 92-ANE-15-AD. Supersedes AD 99-22-14, Amendment 39-11392.

Comments Due Date

(a) The Federal Aviation Administration (FAA) must receive comments on this airworthiness directive (AD) action by September 13, 2004.

Affected ADs

(b) This AD supersedes AD 99-22-14, Amendment 39-11392.

Applicability

(c) This AD applies to Pratt & Whitney (PW) JT8D-209, -217, -217A, -217C, and -219 turbofan engines. These engines are installed on, but not limited to, Boeing 727 series and MD-80 series airplanes.

Unsafe Condition

(d) This AD results from four reports of uncontained HPT failures of JT8D-200 series engines, since AD 99-22-14 was issued. We are issuing this AD to prevent uncontained HPT events resulting from HPT shaft fractures.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

(f) Install the improved high pressure turbine (HPT) containment hardware. Use the applicable compliance schedule in the following Table 1, and Paragraphs 1. through 3.G. of Accomplishment Instructions of PW Alert Service Bulletin (ASB) No. JT8D A6346, dated September 10, 1998, or Revision 1, dated April 23, 1999, or Revision 2, dated December 1, 1999, or Revision 3, dated May 21, 2004.

Material Incorporated by Reference

(i) None.

Related Information

(j) None.

Issued in Burlington, Massachusetts, on July 7, 2004.

Francis A. Favara,

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

[FR Doc. 04-16006 Filed 7-14-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2004-18033; Directorate Identifier 2004-CE-16-AD]

RIN 2120-AA64

Airworthiness Directives; Cessna Aircraft Company Models 190, 195, 195A, and 195B Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for all Cessna Aircraft Company (Cessna) Models 190, 195, 195A, and 195B airplanes that are equipped with certain inboard aileron hinge brackets. This proposed AD would require you to repetitively inspect the affected inboard aileron hinge brackets for cracks or corrosion and replace them if found cracked or corroded with brackets that are not made from magnesium. Replacement would terminate the need for the repetitive inspections. This proposed AD is the result of several reports of cracks and corrosion found on the magnesium aileron hinge brackets. Magnesium is known to be susceptible to corrosion. We are issuing this proposed AD to detect and correct corrosion damage to the inboard aileron hinge brackets. Such damage could result in the brackets cracking across the bearing boss and could lead to the aileron separating from the airplane with consequent reduced or loss of control of the airplane.

DATES: We must receive any comments on this proposed AD by September 10, 2004.

ADDRESSES: Use one of the following to submit comments on this proposed AD:

- *DOT Docket Web site:* Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.

- *Government-wide rulemaking Web site:* Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- *Mail:* Docket Management Facility; U.S. Department of Transportation, 400

Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.

- *Fax:* 1-202-493-2251.

- *Hand Delivery:* Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

You may get the service information identified in this proposed AD from Cessna Aircraft Company, Product Support P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517-5800; facsimile: (316) 942-9006.

You may view the comments to this proposed AD in the AD docket on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Gary D. Park, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4123; facsimile: (316) 946-4107.

SUPPLEMENTARY INFORMATION:

Comments Invited

How do I comment on this proposed AD? We invite you to submit any written relevant data, views, or arguments regarding this proposal. Send your comments to an address listed under **ADDRESSES**. Include the docket number, "FAA-2004-18033; Directorate Identifier 2004-CE-16-AD" at the beginning of your comments. We will post all comments we receive, without change, to <http://dms.dot.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this proposed rulemaking. Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). This is docket number FAA-2004-18033. You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78) or you may visit <http://dms.dot.gov>.

Are there any specific portions of this proposed AD I should pay attention to? We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. If you contact us through a nonwritten communication and that contact relates to a substantive part of this proposed AD, we will summarize the contact and place the summary in the docket. We will

consider all comments received by the closing date and may amend this proposed AD in light of those comments and contacts.

Docket Information

Where can I go to view the docket information? You may view the AD docket that contains the proposal, any comments received, and any final disposition in person at the DMS Docket Offices between 9 a.m. and 5 p.m. (eastern standard time), Monday through Friday, except Federal holidays. The Docket Office (telephone 1-800-647-5227) is located on the plaza level of the Department of Transportation NASSIF Building at the street address stated in **ADDRESSES**. You may also view the AD docket on the Internet at <http://dms.dot.gov>. The comments will be available in the AD docket shortly after the DMS receives them.

Discussion

What events have caused this proposed AD? The FAA has received several reports of cracks and corrosion on part number (P/N) 0322709 and P/N 0322709-1 inboard aileron hinge brackets on Cessna Models 190, 195, 195A, and 195B airplanes. These inboard aileron hinge brackets are constructed of magnesium, which is highly susceptible to corrosion.

When corrosion starts to develop, the inboard aileron hinge brackets could crack across the bearing boss.

What is the potential impact if FAA took no action? Cracked or corroded inboard aileron hinge brackets, if not detected and corrected, could result in the ailerons separating from the airplane with consequent reduced or loss of control of the airplane.

Is there service information that applies to this subject? Cessna has issued Single Engine Service Bulletin SEB04-1, dated April 26, 2004.

What are the provisions of this service information? The service bulletin includes procedures for:

- Inspecting the P/N 0322709 and P/N 0322709-1 inboard aileron hinge brackets for cracks or corrosion; and
- Replacing any bracket found cracked or corroded with a bracket that is FAA-approved and made from aluminum.

FAA's Determination and Requirements of this Proposed AD

What has FAA decided? We have evaluated all pertinent information and identified an unsafe condition that is likely to exist or develop on other products of this same type design. Therefore, we are proposing AD action.