

accordance with the accomplishment procedures of Textron Lycoming SB No. LT101-72-50-0145 dated November 27, 1991, within the next 100 hours TIS after the effective date of this AD, or 800 hours TSN on the power turbine rotor, whichever occurs first.

(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.

Issued in Burlington, Massachusetts, on October 2, 1995.

Jay J. Pardee,
Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95-25564 Filed 10-13-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-ANE-47]

Airworthiness Directives; CFM International Model CFM56-3C-1 and CFM56-3B-2 Turbofan Engines Installed on Boeing 737-400 Aircraft

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This notice proposes the supersession of an existing airworthiness directive (AD), applicable to all CFM International (CFMI) CFM56-3C-1 and certain CFM56-3B-2 engines, that currently requires the removal from service of certain fan disk and fan blade hardware, and limits the use of CFM56-3C-1 thrust levels. This action would require removal of additional fan blade hardware, require an Airplane Flight Manual (AFM) revision to impose thrust level limitations for airplanes equipped with affected engines, and require the installation of redesigned fan blades as a terminating action to the thrust level limitations of this AD. The current AD requirements for certain CFM56-3B-2 engines are unchanged and carried over into the proposed AD. This proposal is prompted by the availability of redesigned fan blades that are not

subject to the thrust level limitations, and the need to clarify the AD requirements by deleting references to specific AFM's. The actions specified by the proposed AD are intended to prevent a fan blade failure that can result in complete loss of engine power.

DATES: Comments must be received by December 15, 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-47, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may be inspected at this location between 8 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplanes, Publications Department, P.O. Box 3707, Seattle, WA 98124-2207; and CFM International, Technical Publications Department, 1 Neumann Way, Cincinnati, OH 45215. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA.

FOR FURTHER INFORMATION CONTACT: Robert Ganley, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7138, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this

proposal 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-47." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-ANE-47, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

On December 1, 1989, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 89-13-51, Amendment 39-6425 (55 FR 1401, January 16, 1990), to require that all CFM International CFM56-3C-1 and certain CFM56-3B-2 model turbofan engines have their fan blade and fan disk hardware removed from service prior to further flight and replaced with serviceable hardware. That AD also requires that all aircraft with CFM56-3C-1 model turbofan engines must be modified to operate at or below CFM56-3B-2 thrust levels if using auto-throttle. In addition, that AD provides for the use of CFM56-3C-1 thrust levels within a limited operating envelope and with certain operational restrictions. That action was prompted by several fan blade high cycle fatigue failures, and one occurrence of fan disk cracking in the dovetail post area while operating at CFM56-3C-1 thrust levels. That condition, if not corrected, could result in a fan blade failure that can result in complete loss of engine power.

Since the issuance of that AD, the FAA has determined that two additional fan blades, Part Numbers (P/N) 9527M99P10 and 9527M99P11, have the same design configuration as the fan blades restricted in the current AD and therefore also require thrust level limitations.

In addition, since the issuance of AD 89-13-51 a new fan blade design has been introduced that has reduced vibratory stress levels. This new fan blade design and current fan disks in which these blades are installed would not be subject to the thrust level limitations of the current AD. The new fan blades will only be required on CFM56-3C-1 model turbofan engines. Installation of redesigned fan blades prior to June 30, 1996, would constitute

a terminating action to the required thrust level limitations. The manufacturer has informed the FAA that at least 97% of the CFM56-3C-1 model turbofan engines have already incorporated the new fan blade design. The June 30, 1996, date would allow any engines that are in the process of incorporating the new fan blade design time to comply.

Finally, this proposal deletes references to specific Airplane Flight Manuals (AFM's), states the required CFM56-3C-1 operational restrictions in an Appendix to the AD, and requires that these restrictions be added to certain Boeing 737-400 AFM's. This change is being made to clarify the AD requirements since the AFM references in the current AD may be interpreted to only apply to a limited number of airplanes. The requirements of this AD have been reviewed by the Transport Airplane Directorate.

The FAA has reviewed and approved the technical contents of Boeing Service Bulletin (SB) No. 737-71-1203, Revision 10, dated July 21, 1994, that describes procedures for airplane modifications that limit engine thrust at or below CFM56-3B-2 levels when using auto-throttle; and CFM International CFM56-3/-3B/-3C SB No. 72-543, Revision 4, dated July 29, 1992, that provides instructions for installation of redesigned fan blades that have reduced vibratory stress levels.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would supersede AD 89-13-51 to require removal of additional fan blade hardware, require an AFM revision to impose thrust level limitations for airplanes equipped with affected engines, and require the installation of redesigned fan blades as a terminating action to the thrust level limitations of this AD. The current AD requirements for certain CFM56-3B-2 engines are unchanged and carried over into the proposed AD.

There are approximately 289 CFMI CFM56-3C-1 and CFM56-3B-2 series engines of the affected design in the worldwide fleet. The FAA has been advised by the manufacturer that there are no engines on U.S. registered aircraft that would be affected by this AD. Therefore, there is no associated cost impact on U.S. operators as a result of this AD.

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this 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) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 U.S.C. 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing Amendment 39-6425 (55 FR 1401, January 16, 1990) and by adding the following new airworthiness directive (AD):

CFM International: Docket No. 95-ANE-47. Supersedes AD 89-13-51, Amendment 39-6425.

Applicability: CFM International (CFMI) CFM56-3B-2 and CFM56-3C-1 model turbofan engines installed on but not limited to Boeing 737-400 series 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 (g) 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 fan blade failure that may result in complete loss of power, accomplish the following:

(a) For CFM56-3C-1 model turbofan engines:

(1) Prior to further flight, remove from service stage 1 fan disk Part Number (P/N) 335-014-511-0 that have operated at unrestricted CFM56-3C-1 thrust levels with fan blade P/N's 9527M99P08, 9527M99P09, 9527M99P10, 9527M99P11, or 1285M39P01 and replace with a serviceable fan disk.

(2) Prior to further flight, remove from service stage 1 fan blade P/N's 9527M99P08, 9527M99P09, 9527M99P10, 9527M99P11, and 1285M39P01 that have operated at unrestricted CFM56-3C-1 thrust levels and replace with a serviceable fan blade.

(b) For CFM56-3C-1 model turbofan engines equipped with fan blade P/N's 9527M99P08, 9527M99P09, 9527M99P10, 9527M99P11, or 1285M39P01:

(1) Prior to further flight, for aircraft that have not already complied with any of the revision levels 3 through 10 of Boeing Service Bulletin (SB) No. 737-71-1203, incorporate the provisions of Boeing SB No. 737-71-1203, Revision 10, dated July 21, 1994, as described in item III titled, "Accomplishment Instructions", part V, "Airplane Wiring Modification for Operation at 22,000 Pounds Thrust Levels with two CFM56-3C-1 Engines Installed."

(2) Prior to further flight, revise the engine limitations section of the Boeing 737-400 series Airplane Flight Manuals (AFM) by adding the operational restrictions contained in Appendix I. This may be accomplished by inserting a copy of Appendix I of this AD in the AFM.

(3) Operate engines at or below CFM56-3B-2 thrust levels, or in accordance with the limitations contained in Appendix I of this AD.

Appendix I

Operational Restrictions Referenced in Paragraphs (b)(2) and (b)(3)

(a) Use of fan speed (N1) values for take-off and maximum continuous thrust levels at CFM56-3C-1 (23.5K) thrust levels are restricted.

(b) The following limitations must be observed for all CFM56-3C-1 (23.5K) operations:

(1) Airport pressure altitude must be 2,500 feet or less for take-off.

(2) The auto-throttle must be *OFF* and the thrust must be set manually for take-off.

(3) Both power management controls (PMC's) must be operative for airplane dispatch.

(4) Maximum take-off thrust for CFM56-3C-1 (23.5K) rating must *not* be used above

5,000 feet pressure altitude, or the 5 minute time limit, whichever occurs first.

(5) Maximum continuous or maximum climb thrust for CFM56-3C-1 (23.5K) rating must *not* be used above 10,000 feet pressure altitude.

(6) LANDING.

(i) For landing at destination airport or for less than maximum landing weight the CFM56-3B-2 (22K) go-around rating should be used.

(ii) Go-around at CFM56-3C-1 (23.5K) rating should be used when returning to departure airport or diverting in an emergency situation providing airport pressure altitude is 2,500 feet or less and the landing weight is greater than maximum landing weight.

End of Appendix I

(c) For CFM56-3C-1 model turbofan engines equipped with fan blade P/N's 9527M99P08, 9527M99P09, 9527M99P10, 9527M99P11, or 1285M39P01, install fan blade P/N's 1590M21P01, 1663M24P01, 1663M24P02, 1663M24P03, 7M99P08, 9527M99P09, 9527M99P10, 9527M99P11, or 1285M39P01, 1663M24P04, or 1663M24P05 in accordance with CFMI CFM56-3/3B/-3C SB No. 72-543, Revision 4, dated July 29, 1992, prior to June 30, 1996. The installation of new fan blades in accordance with this paragraph constitutes terminating action to the thrust level limitations required by paragraph (b) of this AD.

(d) For CFM56-3B-2 model turbofan engines, Serial Number (S/N) 725101, 725102, 725103, 725104, 725105, 725107, 725108, 725141, and 725142:

(1) Prior to further flight, remove from service stage 1 fan disk P/N 335-014-511-0 that have operated at unrestricted CFM56-3C-1 thrust levels with fan blade P/N's 9527M99P08, 9527M99P09, 9527M99P10, 9527M99P11, or 1285M39P01 and replace with a serviceable fan disk.

(2) Prior to further flight, remove from service stage 1 fan blade P/N's 9527M99P08, 9527M99P09, 9527M99P10, 9527M99P11, and 1285M39P01 that have operated at unrestricted CFM56-3C-1 thrust levels and replace with a serviceable fan blade.

Note: Ground running for maintenance purposes should be conducted in accordance with CFM56-3B-2 rating limitations.

(e) Fan disk removal, fan blade removal, and airplane wiring modifications done in accordance with AD 89-13-51 satisfies the corresponding requirements of paragraphs (a), (b), and (d) of this AD.

(f) For the purpose of this AD, unrestricted CFM56-3C-1 thrust levels include operation at *either* of the following:

(1) More than CFM56-3B-2 maximum take-off thrust above 5,000 feet pressure altitude.

(2) More than CFM56-3B-2 maximum continuous or maximum climb thrust above 10,000 feet pressure altitude.

(g) 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.

(h) 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.

Issued in Burlington, Massachusetts, on October 2, 1995.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95-25568 Filed 10-13-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-87-AD]

Airworthiness Directives; Fokker Model F28 Mark 1000, 2000, 3000, and 4000 Series Airplanes, and Model F28 Mark 0100 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Fokker Model F28 Mark 1000, 2000, 3000, and 4000 series airplanes, and Model F28 Mark 0100 series airplanes. This proposal would require repetitive pre-load adjustment of the main landing gear (MLG) downlock-actuator. This proposal is prompted by reports that upon landing, the MLG had collapsed, as a result of the lock toggle-links being pulled out of the over-center position by the downlock-actuator due to the relative movement of the upper and lower side-stay members. The actions specified by the proposed AD are intended to prevent collapse of the MLG, which could adversely affect the controllability of the airplane during landing.

DATES: Comments must be received by November 27, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-87-AD, 1601 Lind Avenue SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from

Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Tim Dulin, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2141; fax (206) 227-1149.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal 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-NM-87-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-87-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

The Rijksluchtvaartdienst (RLD), which is the airworthiness authority for the Netherlands, recently notified the FAA that an unsafe condition may exist on certain Fokker Model F28 Mark 1000, 2000, 3000, and 4000 series airplanes and Model F28 Mark 0100