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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94-ANE-38-AD; Amendment 39-12406; AD 2001-17-15]

RIN 2120-AA64

Airworthiness Directives; Honeywell International Inc. (formerly AlliedSignal Inc. and Textron Lycoming Inc.) LTS101 Series Turboshaft and LTP101 Series Turboprop Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), AD 95-09-02, that applies to Honeywell International Inc. (formerly AlliedSignal Inc. and Textron Lycoming Inc.) LTS101 series turboshaft and LTP101 series turboprop engines. That AD superseded priority letter AD 94-19-01 and currently requires initial and repetitive inspections of the engine fuel pump internal drive splines for wear and replacement of engine fuel pumps that exhibit wear beyond specified limits. This amendment requires a reduction in inspection intervals for the engine fuel pump internal drive splines. This amendment is prompted by a report from the engine manufacturer that 13 percent of the pumps installed on aircraft that were returned from the field for the required 900-hour interval inspection revealed excessive internal drive spline wear. The actions specified by this AD are intended to prevent worn splines in fuel pumps which could cause engine fuel pump failure, which can result in total engine power loss and possible loss of the aircraft.

DATES: Effective date October 1, 2001. The incorporation by reference of certain publications listed in the

regulations is approved by the Director of the Federal Register as of October 1, 2001.

ADDRESSES: The service information referenced in this AD may be obtained from Honeywell International, Inc., Attn: Data Distribution, M/S 64-3/2101-201, P.O. Box 29003, Phoenix, AZ 85038-9003, telephone: (602) 365-2493, fax: (602) 365-5577. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Regional 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: Robert Baitoo, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; telephone (562) 627-5245, fax (562) 627-5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 95-09-02, Amendment 39-9206 (60 FR 20189, April 25, 1995), applicable to Textron Lycoming LTS101 series turboshaft and LTP101 series turboprop engines incorporating Chandler Evans Company (CECO) engine fuel pumps, part numbers (P/N's) 4-301-128-01, -02, -03, -04, -05, -06, -07, -08, -09, and -10 was published in the **Federal Register** on September 26, 2000 (65 FR 57753). That action proposed to require a reduction in inspection intervals for the engine fuel pump internal drive splines in accordance with AlliedSignal Service Bulletin (SB) LT 101-73-20-0203, dated August 18, 1999. Since the publication of the NPRM, Honeywell International Inc. purchased AlliedSignal and has issued SB LT 101-73-20-0203, Revision 1, dated January 5, 2001.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. However, certain editorial changes have been made to the "Initial Inspection" section of the AD Compliance for clarification without changing the requirements of the AD.

Updated Service Bulletin

Since the publication of the NPRM, the FAA has reviewed and approved the contents of Honeywell International Inc. SB LT 101-73-20-0203, Revision 1, dated January 5, 2001. The revised SB differs from the original SB only in that it also covers engine model LTS101-600A-3A and pump P/N 4-301-128-11. Engine model LTS-600A-3A represents a conversion from engine model LTS-600A-3, and the addition of this new engine model to the applicability of this AD will not increase the number of engines affected by this AD. Pump P/N 4-301-128-11 is installed on engine model LTS-600A-3A. Therefore, the FAA has added engine model LTS-600A-3A and pump P/N 4-301-128-11 to the applicability of this AD.

Conclusion

After careful review of the available data, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes described. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

Economic Analysis

Because initial removal and replacement activities are scheduled at intervals compatible with existing AD 95-09-02, no additional impact on part and labor cost is anticipated. The number of engines affected by this AD does not change.

Regulatory Impact

This final rule does not have federalism implications, as defined in Executive Order 13132, because it 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. Accordingly, the FAA has not consulted with state authorities prior to publication of this final rule.

For the reasons discussed above, I certify that this action (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 final evaluation has been prepared for this action and it 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, 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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing Amendment 39-9206 (60 FR 20189, April 25, 1995) and by adding a new airworthiness directive (AD), Amendment 39-12406, to read as follows:

AD 2001-17-15 Honeywell International Inc.: Amendment 39-12406. Docket No. 94-ANE-38-AD. Supersedes AD 95-09-02, Amendment 39-9206.

Applicability: This airworthiness directive (AD) is applicable to Honeywell International Inc. (formerly AlliedSignal Inc. and Textron Lycoming Inc.) LTS101-600A-2, -600A-3 and -600A-3A series turboshaft and LTP101-600A-1A, -700A-1A series turboprop engines incorporating Chandler Evans Company (CECO) engine fuel pumps, part numbers (P/N's) 4-301-128-01, -02, -03, -04, -05, -06, -07, -08, -09, and -10 and -11. These engines are installed on but not limited to the following single-engine aircraft: Eurocopter France (formerly Aerospatiale) AS350D series helicopters and Airtractor AT302, Pacific Aero 08-600, and Page (Ayres S-2R) Thrush series airplanes. This AD is not applicable to engines installed on twin-engine aircraft.

Note 1: This 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 request approval for an alternative method of compliance in accordance with paragraph (h) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Required as indicated, unless accomplished previously.

To prevent engine fuel pump failure, which can result in total engine power loss and possible loss of the aircraft, accomplish the following:

Initial Inspection

(a) Remove from service and return to CECO for inspection, engine fuel pumps with greater than 751 hours time-in-service (TIS), but less than 900 hours TIS since new, overhaul, or time since last inspection on the effective date of this AD, within the next 100 hours TIS after the effective date of this AD, in accordance with AlliedSignal Service Bulletin (SB) LT 101-73-20-0203, dated August 18, 1999, or Honeywell International Inc. SB LT 101-73-20-0203, Revision 1, dated January 5, 2001.

(b) Remove from service and return to CECO for inspection, engine fuel pumps with greater than 451 hours TIS, but less than or equal to 750 hours TIS since new, overhaul, or time since last inspection, on the effective date of this AD, within the next 150 hours TIS after the effective date of this AD, in accordance with AlliedSignal SB LT 101-73-20-0203, dated August 18, 1999, or Honeywell International Inc. SB LT 101-73-20-0203, Revision 1, dated January 5, 2001.

(c) Remove from service and return to CECO for inspection, engine fuel pumps with less than or equal to 450 hours TIS, but less than 600 hours TIS since new, overhaul, or time-since-last-inspection on the effective date of this AD, within the next 150 hours TIS after the effective date of this AD, whichever occurs first, in accordance with AlliedSignal SB LT 101-73-20-0203, dated August 18, 1999, or Honeywell International Inc. SB LT 101-73-20-0203, Revision 1, dated January 5, 2001.

(d) The time since last inspection in compliance with AD 95-09-02 may be applied to satisfy the inspection time requirements of (a), (b), and (c).

(e) Thereafter, remove from service and return to CECO for inspection, engine fuel

pump at intervals not to exceed 600 hours TIS since the last inspection in accordance with the Accomplishment Instructions of AlliedSignal SB LT 101-73-20-0203, dated August 18, 1999, or Honeywell International Inc. SB LT 101-73-20-0203, Revision 1, dated January 5, 2001.

(f) Engine fuel pumps that exhibit wear beyond the limits specified in AlliedSignal SB LT 101-73-20-0203, dated August 18, 1999, or Honeywell International Inc. SB LT 101-73-20-0203, Revision 1, dated January 5, 2001, may not be returned to service.

Definition

(g) For the purposes of this AD, a serviceable part is defined as a new part, or a part that has been inspected by CECO in accordance with AlliedSignal SB LT 101-73-20-0203, dated August 18, 1999, or Honeywell International Inc. SB LT 101-73-20-0203, Revision 1, dated January 5, 2001, and that has not accumulated 600 hours TIS since new, or since inspection by CECO.

Alternative Method of Compliance

(h) 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, Los Angeles Aircraft Certification Office (LAACO). Operators must submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, LAACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the LAACO. 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, LAACO. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, LAACO.

Special Flight Permits

(i) 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.

Documents That Have Been Incorporated by Reference

(j) The inspection shall be done in accordance with the following AlliedSignal and Honeywell International Inc. service bulletins:

Document No.	Pages and revision	Date
AlliedSignal, SB LT 101-73-20-0203, Total pages: 4	All—Original	August 18, 1999.
Honeywell International, SB No. LT 101-73-20-0203.		
Total pages: 4	All—Revision 1	January 5, 2001.

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 Honeywell International, Inc, Attn: Data Distribution, M/S 64-3/2101-201, P.O. Box

29003, Phoenix, AZ 85038-9003, telephone: (602) 365-2493, fax: (602) 365-5577. Copies may be inspected at the FAA, New England Region, Office of the Regional 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.

(k) This amendment becomes effective on October 1, 2001.

Issued in Burlington, Massachusetts, on August 16, 2001.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 01-21220 Filed 8-24-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-NM-310-AD; Amendment 39-12409; AD 2001-17-18]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 737-100, -200, and -200C Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD); applicable to certain Boeing Model 737-100, -200, and -200C series airplanes; that requires repetitive inspections of certain floor beams and transverse beams, and corrective actions, if necessary. For certain airplanes, this AD also provides optional terminating action for the repetitive inspections. The actions specified by this AD are intended to detect and correct cracking at the aileron control quadrant cutouts and in the cabin floor beams and pressure web transverse beams above the main wheel well, which could result in rapid loss of cabin pressure and reduced structural integrity of the airframe.

DATES: Effective October 1, 2001.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 1, 2001.

ADDRESSES: The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules

Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Scott Fung, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1221; fax (425) 227-1181.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Boeing Model 737-100, -200, and -200C series airplanes was published in the **Federal Register** on March 9, 2001 (66 FR 14096). That action proposed to require inspection of certain floor beams and transverse beams, and corrective actions, if necessary.

Recommendation of 737 Aging Fleet Structures Working Group

The 737 Aging Fleet Structures Working Group has recommended accomplishment of Boeing Service Bulletin 737-57-1139, Revision 4, dated April 16, 1992, which this AD identifies as the appropriate source of service information for the actions required by this AD. This AD is in consonance with the group's recommendation.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Applicability of AD

Several commenters request that the FAA revise the applicability statement of the proposed AD for clarification. The commenters point out that not all Boeing Model 737-100, -200, and -200C series airplanes with line numbers 1 through 1585 inclusive are included in the effectivity listing of Boeing Service Bulletin 737-57-1139, Revision 4, dated April 16, 1992 (which the proposed rule lists as the appropriate source of service information for the proposed actions). One of the commenters specifically states that not all Model 737-200C series airplanes are included in the effectivity listing. The commenters suggest that the FAA revise the applicability statement to include only those Model 737-100, -200, and -200C series airplanes listed in the service bulletin.

The FAA concurs with the commenters' request. Certain Model 737-200 and -200C series airplanes

have different structure in the area subject to this AD. Thus, these airplanes are not subject to the unsafe condition addressed by this AD. We have revised the applicability statement of this final rule accordingly.

Initial Inspection Thresholds and Repetitive Intervals: Paragraph (a)

Two commenters request that the FAA extend the compliance time for the initial inspection in paragraph (a) of the proposed AD and the interval for the repetitive inspections in paragraph (a)(1) of the proposed AD. One commenter, an operator, requests that the grace period and repetitive interval be extended from 3,000 to 4,000 flight cycles. This commenter's rationale is that such an increase would allow it to accomplish the requirements of paragraph (a) of the proposed AD during a "C" check. Another commenter requests that the repetitive interval in paragraph (a)(1) be increased to 6,000 flight cycles. This commenter states that an investigation by the airplane manufacturer shows that a repetitive interval of 6,000 flight cycles would adequately ensure the safety of the affected airplanes. The commenter also notes that this change will be incorporated into a future revision of Boeing Service Bulletin 737-57-1139.

The FAA concurs with the commenters' requests to extend the compliance time for the initial inspection in paragraph (a) of this AD and the repetitive interval for the inspections in paragraph (a)(1) of this AD. Based upon our review of the airplane manufacturer's investigation, we have determined that a grace period and repetitive interval of 6,000 flight cycles is adequate to ensure safety. This determination is based in part on the airplane manufacturer's recommendation to which the second commenter refers.

In addition, the FAA finds it appropriate to add a new option for a grace period for the initial inspection required by paragraph (a) of this AD. The compliance time for paragraph (a) is now 12,000 total flight cycles, 6,000 flight cycles after the effective date of this AD, or 15 months after the effective date of this AD, whichever occurs latest. The FAA finds that this new option is consistent with other inspections of aging airplane structure mandated previously and will allow operators of affected airplanes more flexibility in planning compliance.

Paragraphs (a) and (a)(1) of this AD have been revised accordingly.