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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-39-AD; Amendment 39-10384; AD 98-06-07]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F28 Mark 0100 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Fokker Model F28 Mark 0100 series airplanes, that currently requires a revision to the Airplane Flight Manual (AFM) to include procedures to prohibit use of reverse engine thrust power settings between idle and emergency maximum. This amendment revises the existing AFM revision requirement, and adds a new revision to the AFM to prohibit stabilized engine operation in a certain engine speed range on the ground. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified in this AD are intended to prevent stabilized engine operation in a certain engine speed range on the ground, which could result in uncontained engine fan blade failure due to high cycle fatigue cracking.

DATES: Effective March 27, 1998.

Comments for inclusion in the Rules Docket must be received on or before April 13, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-

39-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

FOR FURTHER INFORMATION CONTACT:

Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION:

On October 15, 1997, the FAA issued AD 97-19-16, amendment 39-10169 (62 FR 54579, October 21, 1997), applicable to certain Fokker Model F28 Mark 0100 series airplanes, to require a revision to the FAA-approved Airplane Flight Manual (AFM) to include procedures to prohibit use of reverse engine thrust power settings between idle and emergency maximum. That AD also requires submission of a report to the airplane manufacturer if the limits are exceeded. That action was prompted by a report that, during preparation for takeoff, an engine fan blade failure occurred, followed by an engine fire. The actions required by that AD are intended to prevent uncontained engine fan blade failure due to high cycle fatigue cracking, which could result in loss of thrust from the affected engine and secondary damage to aircraft and/or fire.

Actions Since Issuance of Previous Rule

Since the issuance of that AD, the Rijksluchtvaartdienst (RLD), which is the airworthiness authority for the Netherlands, notified the FAA that new engine operating limitations are necessary to prevent high cycle fatigue cracking of the engine fan blades. The RLD advises that stabilized engine operation in the speed range between 60 and 75 percent low pressure rotational speed (N1) during ground operations in forward or reverse thrust may cause high fan blade stresses and resultant high cycle fatigue cracking. This condition, if not corrected, could result in uncontained engine fan blade failure.

The RLD classified these limitations as mandatory and issued Dutch airworthiness directive 1997-110/2 (A), dated January 30, 1998, in order to assure the continued airworthiness of these airplanes in the Netherlands. The Dutch airworthiness directive adds certain statements to clarify the operating limitation that prohibits use of reverse engine thrust power settings between idle and emergency maximum.

In addition, the Dutch airworthiness directive also specifies that inspections of Rolls-Royce Tay 650 series engines are to be accomplished if the operating limits discussed previously have been exceeded.

FAA's Conclusions

This airplane model is manufactured in the Netherlands and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the RLD has kept the FAA informed of the situation described above. The FAA has examined the findings of the RLD, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of Requirements of Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, this AD supersedes AD 97-19-16 to continue to require revising the AFM to prohibit use of reverse thrust power settings between idle and emergency maximum. This AD also deletes the reporting requirement contained in AD 97-19-16, since engine inspections have been defined for cases where limits have been exceeded.

This AD adds a requirement to revise the AFM to prohibit stabilized engine operation in the speed range between 60 and 75 percent low pressure rotational speed (N1) during ground operations in forward or reverse thrust.

Differences Between This AD and the Dutch Airworthiness Directive

This AD differs from the parallel Dutch airworthiness directive in that it does not mandate the accomplishment of certain engine inspections for airplanes on which the new engine limits are exceeded. (These inspections also are specified in British airworthiness directive 001-12-97.) The FAA may consider further rulemaking to address the associated engine inspection requirements.

In addition, this AD differs from the parallel Dutch airworthiness directive in that this AD specifically limits the

maximum reverse thrust lever positions to the idle detent position for normal operation. This change is necessary to ensure that the limitations are clearly understood by the flightcrew.

Interim Action

This is considered to be interim action until final action is identified, at which time the FAA may consider further rulemaking.

Determination of Rule's Effective Date

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 98-NM-39-AD." The postcard will be date stamped and returned to the commenter.

Regulatory Impact

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from 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.

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 39-10169 (62 FR 54579, October 21, 1997), and by adding a new airworthiness directive (AD), amendment 39-10384, to read as follows:

98-06-07 Fokker: Amendment 39-10384.

Docket 98-NM-39-AD. Supersedes AD 97-19-16, amendment 39-10169.

Applicability: Model F28 Mark 0100 series airplanes equipped with Rolls-Royce (RR) Tay 650-15 engines, certificated in any category.

Note 1: This AD applies to each airplane 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 airplanes 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 (c) 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 stabilized engine operation in a certain engine speed range on the ground, which could result in uncontained engine fan blade failure due to high cycle fatigue cracking, accomplish the following:

(a) Within 72 hours after October 27, 1997 (the effective date of AD 97-19-16, amendment 39-10169), revise the Limitations Section, Subsection 2.06.01 "Thrust Reverser," of the FAA-approved Airplane Flight Manual (AFM) to add the following. This may be accomplished by inserting a copy of this AD in the AFM.

"THRUST REVERSER

Thrust reversers are intended for ground use only. Intentional use of reverse thrust in flight is prohibited. After reverse thrust has been initiated, a full stop landing must be made.

Maximum Reverse Thrust Lever Positions

Normal Operation:

—The idle detent position shall not be exceeded in normal operation.

Emergency Operation:

—In case of emergency, the emergency maximum reverse thrust may be used.

—Stabilized operation with the reverse lever in an intermediate position between idle reverse and emergency maximum reverse is prohibited.

—If directional control problems occur, select forward idle.

Exceeding the idle reverse thrust limitations must be reported."

(b) Within 72 hours after the effective date of this AD, remove the revision to the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) required by AD 97-19-16, amendment 39-10169, and revise the Limitations Section of the FAA-approved AFM to add the following. This may be accomplished by inserting a copy of this AD in the AFM.

"LIMITATIONS

POWERPLANT and APU LIMITATIONS

OPERATING LIMITS

- To avoid high fan blade stresses, stabilized operation in the speed range between 60% and 75% Low Pressure Rotational Speed (N1) is not permitted during Ground Operations in Forward or Reverse Thrust, except that passing through this range while increasing or decreasing thrust is permitted.

THRUST REVERSER

Thrust reversers are intended for ground use only. Intentional use of reverse thrust in flight is prohibited. After reverse thrust has been initiated, a full stop landing must be made.

*Maximum Reverse Thrust Lever Positions**Normal Operation:*

—The idle detent position shall not be exceeded in normal operation.
—Momentarily exceeding the idle detent position, while selecting idle reverse, is acceptable.

Emergency Operation:

—In case of emergency, the emergency maximum reverse thrust may be used.
—If directional control problems occur, reduce to idle reverse or select forward idle.
—Stabilized operation with the reverse lever in an intermediate position between idle reverse and emergency maximum reverse is prohibited, except (where approved) during Power-Back operations."

Note 2: Fokker Services Manual Change Notification—Operational Documentation (MCNO) No. F100-006, dated November 27, 1997, contains information that pertains to this subject. Rolls-Royce PLC Engine Operating Instruction Manual Reference F-TAY-3RR, revised by transmittal letter No. 13 dated October 15, 1997, also pertains to this subject.

(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, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Operations Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(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 airplane to a location where the requirements of this AD can be accomplished.

Note 4: The subject of this AD is addressed in Dutch airworthiness directive 1997-110/2 (A), dated January 30, 1998.

(e) This amendment becomes effective on March 27, 1998.

Issued in Renton, Washington, on March 5, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 98-6329 Filed 3-11-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 98-NM-68-AD; Amendment 39-10389; AD 98-05-03]

RIN 2120-AA64

Airworthiness Directives; de Havilland Model DHC-8-102 and -103 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting airworthiness directive (AD) 98-05-03 that was sent previously by individual notices to all known U.S. owners and operators of certain de Havilland Model DHC-8-102 and -103 series airplanes. This AD requires a one-time inspection to detect disbonding of the upper and lower skin panels of the horizontal stabilizer, and repair, if necessary. This action is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent reduced strength capability and consequent failure of the horizontal stabilizer, which can result in loss of controllability of the airplane.

DATES: Effective March 17, 1998, to all persons except those persons to whom it was made immediately effective by emergency AD 98-05-03, issued February 25, 1998, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before April 13, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 98-NM-68-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

The applicable service information may be obtained from Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York.

FOR FURTHER INFORMATION CONTACT: Serge Napoleon, Aerospace Engineer,

Airframe and Propulsion Branch, ANE-171, FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7512; fax (516) 568-2716.

SUPPLEMENTARY INFORMATION: On February 25, 1998, the FAA issued emergency AD 98-05-03, which is applicable to certain de Havilland Model DHC-8-102 and -103 series airplanes.

Transport Canada Aviation (TCA), which is the airworthiness authority for Canada, recently notified the FAA that an unsafe condition may exist on certain de Havilland Model DHC-8-102 and -103 series airplanes. TCA advises that it has received reports of disbonding of the doublers and stringers from the upper and lower skin panels of the horizontal stabilizer. The bonding process of the horizontal stabilizer may have been improperly carried out during production; this bonding process has been discontinued. Such disbonding, if not corrected, could result in reduced strength capability and consequent failure of the horizontal stabilizer, which can result in loss of controllability of the airplane.

TCA issued Canadian airworthiness directive CF-98-01, dated February 19, 1998, in order to assure the continued airworthiness of these airplanes in Canada.

FAA's Conclusions

This airplane model is manufactured in Canada and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, TCA has kept the FAA informed of the situation described above. The FAA has examined the findings of TCA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of the Requirements of the Rule

Since the unsafe condition described is likely to exist or develop on other airplanes of the same type design registered in the United States, the FAA issued emergency AD 98-05-03 to prevent reduced strength capability and consequent failure of the horizontal stabilizer, which can result in loss of controllability of the airplane. The AD requires a one-time inspection to detect disbonding of the upper and lower skin