

Proposed Rules

Federal Register

Vol. 61, No. 19

Monday, January 29, 1996

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. 95-NM-162-AD]

Airworthiness Directives; Boeing Model 747-200, -300, and -400 Series Airplanes Equipped with General Electric Model CF6-80C2 PMC and CF6-80C2 FADEC Engines, and Pratt & Whitney Model PW4000 Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to certain Boeing Model 747-200, -300, and -400 series airplanes, that currently requires inspection of each fuel feed line of the outboard engine in the engine strut to determine if interference with an adjacent pneumatic duct clamp has caused damage, and repair or replacement of the fuel feed tube, if necessary. That AD also currently requires inspection and replacement of the adjacent pneumatic duct clamp with a non-rotating type clamp, if necessary. This action would require modification of the upper gap area of the strut of the number 1 and 4 engines. This proposal is prompted by a report of fuel leakage in the strut of the number 4 engine due to a high profile clamp that chafed the fuel line. The actions specified by the proposed AD are intended to prevent chafing of the fuel line in the strut of the number 1 and 4 engines, which could result in rupture of the fuel line and subsequent in-flight engine fire.

DATES: Comments must be received by March 25, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-162-AD, 1601 Lind Avenue, SW.,

Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: Kenneth W. Frey, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (206) 227-2673; fax (206) 227-1181.

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-162-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-162-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

Discussion

On April 5, 1991, the FAA issued AD 91-05-19, amendment 39-6918 (56 FR 8705, March 1, 1991), applicable to certain Boeing Model 747-200, -300, -400 series airplanes equipped with General Electric Model CF6-80C2 PMC and CF6-80C2 FADEC engines, and Pratt & Whitney Model PW4000 engines. That AD currently requires inspection of each fuel feed line of the outboard engine in the engine strut to determine if interference with an adjacent pneumatic duct clamp has caused damage to the fuel feed tube; and repair or replacement of the fuel feed tube, if necessary. That AD also currently requires inspection and replacement of the adjacent pneumatic duct clamp with a non-rotating type clamp if a non-rotating clamp is not already installed. That action was prompted by report of a fuel leak in the number 4 engine strut due to a punctured fuel feed line that had chafed as a result of contact with a clamp. The requirements of that AD are intended to prevent an engine fire.

Since the issuance of that AD, the FAA has received a report of fuel leakage in the strut of the number 4 engine. Investigation revealed that the fuel leakage was caused by a punctured fuel feed tube; the fuel tube was punctured as a result of chafing with the high profile duct clamp. Further investigation revealed that the high profile duct clamp, which was lockwired to the anchor clamp, was installed in accordance with the requirements of AD 91-05-19. Due to failure of the lockwire, the high profile clamp rotated and chafed the fuel line in the strut of the number 4 engine. This condition, if not corrected, could result in rupture of the fuel line and a subsequent in-flight engine fire.

The FAA has reviewed and approved Service Bulletin 747-36A2097, Revision 3, dated September 28, 1995, which describes procedures for modification of the upper gap area of the strut of the number 1 and 4 engines. The modification involves an inspection to detect chafing or puncture marks of the fuel line, and replacement or repair of the chafed or punctured fuel line. The

modification also involves replacement of the high profile clamp on the flap drive pneumatic duct with a low profile clamp, and removal of the anchor clamp, if installed. Accomplishment of this modification will eliminate chafing of the fuel line in the strut of the number 1 and 4 engines.

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 91-05-19 to require modification of the upper gap area of the strut of the number 1 and 4 engines. The actions would be required to be accomplished in accordance with the service bulletin described previously.

There are approximately 363 Boeing Model 747-200, -300, -400 series airplanes equipped with General Electric Model CF6-80C2 PMC and CF6-80C2 FADEC engines, and Pratt & Whitney Model PW4000 engines of the affected design in the worldwide fleet. The FAA estimates that 39 airplanes of U.S. registry would be affected by this proposed AD.

The actions that are proposed in this AD action would take approximately 6 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would be supplied by the manufacturer at no cost to the operators. Based on these figures, the cost impact on U.S. operators of the proposed requirements of this AD is estimated to be \$14,040, or \$360 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the current or proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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) 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-6918 (56 FR 8705, March 1, 1991), and by adding a new airworthiness directive (AD), to read as follows:

Boeing: Docket 95-NM-162-AD. Supersedes AD 91-05-19, Amendment 39-6918.

Applicability: Model 747-200, -300, and -400 series airplanes having line positions 679 through 1041 inclusive; equipped with General Electric Model CF6-80C2 PMC and CF6-80C2 FADEC, and Pratt & Whitney Model PW4000 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 otherwise 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 use the authority provided in paragraph (b) of this AD to request approval from the 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 airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent chafing of the fuel line in the strut of the number 1 and 4 engines, which could result in rupture of the fuel line and subsequent in-flight engine fire, accomplish the following:

(a) Within 6 months after the effective date of this AD, modify the upper gap area of the

strut of the number 1 and 4 engines, in accordance with Boeing Service Bulletin 747-36A2097, Revision 3, dated September 28, 1995.

(b) 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, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(c) 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.

Issued in Renton, Washington, on January 22, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-1570 Filed 1-26-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 95-ANM-29]

Proposed amendment to Class D and Class E airspace, Hailey, ID

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Proposed Rulemaking (NPRM).

SUMMARY: This proposed rule would amend the Hailey, Idaho, Class D and Class E airspace. If amended, the airspace would accommodate a new Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Friedman Memorial Airport, Hailey, Idaho. The area would be depicted on aeronautical charts for pilot reference.

DATES: Comments must be received on or before March 1, 1996.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, System Management Branch, ANM-530, Federal Aviation Administration, Docket No. 95-ANM-29, 1601 Lind Avenue SW., Renton, Washington 98055-4056.

The official docket may be examined at the same address.

An informal docket may also be examined during normal business hours at the address listed above.

FOR FURTHER INFORMATION CONTACT: James Frala, ANM-535/A, Federal