

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

series airplanes. The RLD advises that it has received a report indicating that, upon landing without any apparent system failures or component fractures, a Fokker Model F28 Mark 0100 series airplane experienced the collapse of its right-hand main landing gear (MLG). Investigation revealed that, under extreme inward side-load conditions, relative movement of the upper and lower side-stay members occurs. This may cause the downlock-actuator to pull the lock toggle-link out of the over-center position, resulting in loss of the downlock function. This condition could occur in certain situations that are beyond the design ultimate load landing conditions, such as touching down at large "crab" angles. These conditions, if not corrected, could result in the collapse of the MLG upon landing, which could adversely affect the controllability of the airplane during landing.

Fokker has issued Service Bulletins SBF100-32-094, dated November 10, 1994, and Revision 1, dated March 15, 1995 (for Model F28 Mark 0100 series airplanes), and F28/32-153 (for Model F28 Mark 1000, 2000, 3000, and 4000 series airplanes), dated November 10, 1994, which describe procedures for pre-load adjustment of the MLG downlock-actuator. This adjustment will effectively counter any pulling forces on the lock toggle-links and prevent collapse of the MLG due to the lock-toggle links being pulled out of the over-center position. The RLD classified these service bulletins as mandatory and issued the Netherlands airworthiness directive BLA 94-163(A), dated December 12, 1994, in order to assure the continued airworthiness of these airplanes in the Netherlands. BLA 94-163(A) also mandates repetitive pre-load adjustments of the MLG downlock-actuator.

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 these type designs that are certificated for operation in the United States.

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, the proposed AD would require repetitive pre-load adjustments of the MLG downlock-actuator. The actions would be required to be accomplished in accordance with the applicable service bulletin described previously.

The FAA estimates that 162 airplanes of U.S. registry would be affected by this proposed AD, that it would take approximately 8 work hours per airplane to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$77,760, or \$480 per airplane.

The total cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the 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), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

Fokker: Docket 95-NM-87-AD.

Applicability: Model F28 Mark 1000, 2000, 3000, and 4000 series airplanes equipped with Dowty Aerospace main landing gear (MLG) downlock-actuators, part number (P/N) 200497-004 or 200498-004 (on which Dowty Service Bulletin 32-17 has not been accomplished); or P/N 200497-005 or 200498-005 (on which Dowty Service Bulletin 32-17 has been accomplished); and Model F28 Mark 0100 series airplanes equipped with Dowty Aerospace MLG downlock-actuators, P/N 201218-005, -006, -007, or -008; 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 the collapse of the main landing gear (MLG), due to a lock toggle-link being pulled out of its over-center position by the MLG downlock-actuator; accomplish the following:

(a) Within 8 months after the effective date of this AD, perform a pre-load adjustment of the MLG downlock-actuator, in accordance with Fokker Service Bulletin SBF100-32-094, dated November 10, 1994, or Revision 1, dated March 15, 1995 (for Model F28 Mark 0100 series airplanes); or Fokker Service Bulletin F28/32-153, dated November 10, 1994 (for Model F28 Mark 1000, 2000, 3000, and 4000 series airplanes); as applicable. Repeat the adjustment thereafter at each scheduled maintenance, installation, or replacement of the MLG downlock-actuator.

(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, Standardization Branch, ANM-113, 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, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(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 October 10, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-25604 Filed 10-13-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-ANE-37]

Airworthiness Directives; Pratt & Whitney PW2000 Series Turbofan Engines

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 Pratt & Whitney PW2000 series turbofan engines. This proposal would require a reduction in the cyclic service life limit for hubs, disks, airseals, blade retaining plates, and airsealing ring supports on certain high pressure turbines (HPT) and low pressure turbines (LPT), and provide for optional inspections for cracks or rework of certain HPT and LPT hardware in order to retain the original, higher cyclic service life limit for these components. This proposal is prompted in part by new temperature data from engine testing, which were used in recalculating stress levels, and resulted in a change to the calculated cyclic service life limit. The actions specified by the proposed AD are intended to prevent HPT or LPT failure, which may result in an uncontained engine failure and possible damage to the aircraft.

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-37, 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 Pratt & Whitney, Technical Publications Department, M/S 132-30, 400 Main Street, East Hartford, CT 06108. 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: John Fisher, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7149, 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-37." 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-37, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

The Federal Aviation Administration (FAA) has received updated high pressure turbine (HPT) and low pressure turbine (LPT) life limited part data for Pratt & Whitney PW2000 series turbofan engines, derived from the manufacturer's review of turbine temperature data. The updated data and resulting part life analysis indicate that the service cyclic life limits must be reduced for certain HPT and LPT hubs, disks, airseals, blade retaining plates, and airsealing ring supports. This condition, if not corrected, could result in HPT or LPT failure, which may result in an uncontained engine failure and possible damage to the aircraft.

The FAA has reviewed and approved the technical contents of Pratt & Whitney PW2000 Engine Manual, Part Number (P/N) 1A6231, Sections 72-52-00, 72-53-00, and 05-10-00, which lists the reduced service cyclic life limits for affected parts identified by P/N, and describes procedures for optional inspections for cracks or rework of certain HPT and LPT hardware in order to retain the original, higher cyclic service life limit for these components; PW Service Bulletin (SB) No. 72-82, Revision 4, dated June 18, 1987, that describes rework and reidentification of the 1st stage HPT blade retaining plates to extend part life from 5,000 total part cycles (TPC) to 15,000 TPC; PW Alert Service Bulletin (ASB) No. 72-228, Revision 4, dated November 9, 1988, that describes inspections and rework of the 2nd stage HPT blade retaining plates in order to attain their respective published part lives; PW Alert SB No. 72-450, Revision 5, dated May 28, 1994, that describes inspections, rework, and reidentification of the 2nd stage HPT hubs to extend part life from 6,000 TPC to 15,000 TPC; PW SB No. 72-501, dated September 30, 1993, that describes inspections, rework, and reidentification of the 2nd stage HPT blades and inspection and reidentification of 2nd stage HPT hubs to extend hub life from 7,500 TPC to 15,000 TPC; PW ASB No. 72-220, Revision 4, dated September 20, 1989, that describes rework of the HPT lenticular seal to extend part life from 4,000 TPC to 15,000 TPC; and PW SB No. 72-233, Revision 3, dated May 30, 1989, that describes rework and identification of the HPT lenticular seal to extend part life from 4,000 TPC to 15,000 TPC.

Since an unsafe condition has been identified that is likely to exist or