Issued in Renton, Washington, on October 20, 1997.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–NM–243–AD; Amendment 39–10175; AD 97–22–04]

RIN 2120–AA64

Airworthiness Directives; Boeing Model 747 and 767 Series Airplanes Equipped With General Electric (GE) CF6–80C2 Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to certain Boeing Model 747 and 767 series airplanes. This action requires revising the FAA-approved Airplane Flight Manual (AFM) to prohibit the use of certain fuels, and either replacing the existing placard on the door of the fueling control panel with a new placard; or replacing all dribble flow fuel nozzles (DFFN) with standard fuel nozzles, which terminates the requirements for a placard and AFM revision. This amendment is prompted by a report of an engine flameout during certification testing due to the use of JP–4 or Jet B fuel. The actions specified in this AD are intended to prevent such engine flameouts and consequent engine shutdown.

DATES: Effective November 12, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 12, 1997.

Comments for inclusion in the rules docket must be received on or before December 29, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 97–NM–243–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

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 FAA, Transport Airplane Directorate, 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: Edward Hormel, Aerospace Engineer, Propulsion Branch, ANM–140S, Seattle Aircraft Certification Office, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–2681; fax (425) 227–1181.

SUPPLEMENTARY INFORMATION: The FAA has received a report indicating that, during certification testing of a General Electric (GE) CF6–80C2 engine on which dribble flow fuel nozzles (DFFN) were installed, an engine flameout occurred on a McDonnell Douglas Model MD–11 series airplane operating with JP–4 fuel. The engine flameout occurred at 33,000 feet following a throttle movement from ''cruise thrust'' to ''idle.'' The report indicated that the engine restarted successfully.

Additionally, results of a GE transient engine model revealed that the subject engines, on which a low emissions combustor and DFFN's have been installed, have zero transient margin for flameout when operating with JP–4 fuel.

Boeing Model 747 and 767 series airplanes equipped with GE Model CF6–80C2 engines on which DFFN's have been installed, in combination with the use of wide cut fuels (i.e., JP–4 or Jet B fuel) may result in a single- or multi-engine flameout and consequent engine shutdown.

Explanation of Relevant Service Information

The FAA has reviewed and approved Boeing Alert Service Bulletins 747–11A2052 (for Model 747 series airplanes) and 767–11A0031 (for Model 767 series airplanes), both dated September 11, 1997, which describe procedures for removing the existing placard on the door of the fueling control panel and replacing it with a new placard that prohibits the use of JP–4 and Jet B fuels (wide cut fuels).

Additionally, these alert service bulletins describe procedures for removing the DFFN's and replacing them with standard fuel nozzles. Accomplishment of this replacement on the operator's entire fleet eliminates the need for a placard that prohibits the use of wide cut fuels.

Explanation of the Requirements of the Rule

Since an unsafe condition has been identified that is likely to exist or develop on Boeing Model 747 and 767 series airplanes equipped with GE CF6–80C2 engines that incorporate certain DFFN's, this AD is being issued to prevent engine flameout and consequent shutdown of the engine due to the use of JP–4 or Jet B fuel. This AD requires either replacement of the existing placard on the door of the fueling control panel with a new placard that prohibits the use of JP–4 and Jet B fuels, or the removal and replacement of the DFFN's with standard fuel nozzles. Replacement of all DFFN's with standard fuel nozzles on the operator's entire fleet terminates the requirements for a placard that prohibits the use of wide cut fuels and the AFM revision. These actions are required to be accomplished in accordance with the alert service bulletins described previously.

This AD also requires a revision to the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to prohibit the use of JP–4 and Jet B fuels.

Interim Action

This is considered 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 97–NM–243–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, 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 adding the following new airworthiness directive:

97–22–04 Boeing: Amendment 39–10175. Docket 97–NM–243–AD.

Applicability: Model 747 series airplanes having line positions 679 through 1117 inclusive, and Model 767 series airplanes having line positions 158 through 661 inclusive; equipped with General Electric (GE) CF6–80C2 engines, on which dribble flow fuel nozzles (DFFN's) having General Electric part number 9331M72P33, 9331M72P34, or 9331M72P41, have been installed; 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 (d) 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 flameout and consequent shutdown due to the use of JP–4 or Jet B fuel, accomplish the following:

(a) Within 14 days after the effective date of this AD, revise Section 1 of the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following procedures. This may be accomplished by inserting a copy of this AD in the AFM.

(1) Revise paragraph 1 of the Engine Fuel System section to read as follows: ''The fuel designation is General Electric (GE) Specification D50TF2, as revised. Fuel conforming to commercial jet fuel specification ASTM–D–1655, Jet A, and Jet A–1 are authorized for unlimited use in this engine. Fuels conforming to MIL–T–5624 grade JP–5 and MIL–T–83113 grade JP–8 are acceptable alternatives. The engine will operate satisfactorily with any of the foregoing fuels or any mixture thereof.'' And,

(2) Add the following sentence to paragraph 2 of the Engine Fuel System section: ''The use of Jet B and JP–4 fuel is prohibited.''

(b) Within 30 days after the effective date of this AD, accomplish the requirements of paragraph (b)(1) or (b)(2) of this AD, in accordance with either Boeing Alert Service Bulletin 747–11A2052 (for Model 747 series airplanes) or 767–11A0031, (for Model 767 series airplanes), both dated September 11, 1997; as applicable.

(1) Remove the existing placard on the door of the fueling control panel and replace it with a new placard that restricts the use of JP–4 and Jet B fuels (wide cut fuels), in accordance with the applicable alert service bulletin. Or

(2) Remove the DFFN's, and replace them with standard fuel nozzles, in accordance with the applicable alert service bulletin. When an operator's entire fleet has had all DFFN's replaced with standard fuel nozzles, the AFM revision required by paragraph (a) of this AD may be removed from the AFM and the placard required by paragraph (b)(1) of this AD may be removed from each airplane.

(c) As of the effective date of this AD, no person shall install any DFFN's having General Electric part number 9331M72P33, 9331M72P34, or 9331M72P41, on any airplane, unless the requirements of paragraph (b)(1) of this AD have been accomplished.

(d) 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.

(e) 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.

(f) Except as provided by paragraph (a) of this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 747–11A2052, dated September 11, 1997, or Boeing Alert Service Bulletin 767–11A0031, dated September 11, 1997, as applicable. 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on November 12, 1997.

Issued in Renton, Washington, on October 17, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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