

RULES and REGULATIONS

DEPARTMENT OF TRANSPORTATION

14 CFR Part 39

[Docket No. 89-ANE-17; Amdt. 39-6425]

Airworthiness Directives; CFM International (CFMI) CFM56-3C and CFM56-3B Model Turbofan Engines Installed in Boeing 737-400 Aircraft

Tuesday, January 16, 1990

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action publishes in the Federal Register and makes effective as to all persons an amendment adopting Airworthiness Directive (AD) T89-13-51, which was previously made effective as to all known U.S. owners and operators of certain CFMI CFM56-3B and all CFM56-3C model turbofan engines by individual telegram. The AD requires that all CFM56-3C and certain CFM56-3B model turbofan engines have their fan blade and fan disk hardware removed from service prior to further flight. Additionally, aircraft with CFM56-3C model turbofan engines must be modified to operate at reduced thrust levels. The AD is needed to prevent failure of stage 1 fan blades and cracking of stage 1 fan disk dovetail posts due to high cycle fatigue, which could result in fan blade release and complete loss of engine power.

DATES: Effective: January 17, 1990, as to all persons except those to whom it was made immediately effective by Telegraphic Airworthiness Directive (TAD) T89-13-51, issued June 14, 1989, which contained this amendment.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 17, 1990.

Compliance: As indicated in the body of the AD.

ADDRESSES: The applicable documents may be obtained from Boeing Commercial Airplanes, Publications Department, Post Office Box 3707, Seattle, Washington 98124-2207, or may be examined in the Regional Rules Docket, Room 311, Office of the Assistant Chief Counsel, Federal Aviation Administration, New England Region, 12 New England Executive Park, Burlington, Massachusetts 01803.

FOR FURTHER INFORMATION CONTACT: Marc J. Bouthillier, Engine Certification Branch, ANE-142, Engine Certification Office, Engine and Propeller Directorate, Aircraft Certification Service, Federal Aviation Administration, 12 New England Executive Park, Burlington, Massachusetts 01803.

SUPPLEMENTARY INFORMATION: On June 14, 1989, TAD T89-13-51 was issued and made effective imme-

diately as to all known U.S. owners and operators of certain CFM56-3B and all CFM56-3C model turbofan engines. The TAD requires that all CFM56-3C and certain CFM56-3B model turbofan engines have their fan blade and fan disk hardware removed from service prior to further flight. Additionally, the TAD requires that all aircraft with CFM56-3C model turbofan engines must be modified to operate at reduced CFM56-3B thrust levels. AD action is necessary to prevent fan blade failure and fan blade release which may result in complete loss of engine power. The FAA has determined that CFM56-3C stage 1 fan blades have failed in fatigue when operated at CFM56-3C thrust ratings. It has also been determined that a CFM56-3C stage 1 fan disk has experienced cracking in the dovetail post area while operated at CFM56-3C thrust ratings. The information contained in this AD differs from TAD T89-13-51 by the addition of a third fan blade part number, and by partial restoration of CFM56-3C takeoff and maximum continuous ratings under certain conditions. The procedures and limits by which CFM56-3C takeoff, maximum continuous, and maximum climb ratings may be used are defined in the appropriate FAA approved Airplane Flight Manual (AFM). All other information described in this AD has been previously stated in TAD T89-13-51.

Since it was found that immediate corrective action was required, notice and public procedure thereon were impracticable and contrary to public interest, and good cause existed to make the AD effective immediately by individual TAD issued June 14, 1989, to all known U.S. owners and operators of certain CFM56-3B and all CFM56-3C model turbofan engines. These conditions still exist, and the AD is *1402 hereby published in the Federal Register as an amendment to § 39.13 of part 39 of the Federal Aviation Regulations (FAR) to make it effective as to all persons.

The regulations adopted herein do 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 is an emergency regulation and that it is not considered to be major under Executive Order 12291. It is impracticable for the agency to follow the procedures of Executive Order 12291 with respect to this rule since the rule must be issued immediately to correct an unsafe condition in aircraft. It has been further determined 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 (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety, Incorporation by reference.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration (FAA) amends part 39 of the Federal Aviation Regulations (FAR) as follows:

PART 39—[AMENDED]1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 1354(a), 1421 and 1423; 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983); and 14 CFR 11.89.

§ 39.13 [Amended]

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

CFM International: Applies to CFM International (CFMI) CFM56-3B and CFM56-3C model turbofan engines installed in Boeing 737-400 aircraft.

Compliance is required as indicated, unless already accomplished.

To prevent fan blade failure which may result in complete loss of engine power, accomplish the following prior to further flight:

(a) For CFM56-3C model turbofan engines:

(1) Remove from service, stage 1 fan disk Part Number (P/N) 335-014-511-0, and replace with a serviceable part which has not been operated at the CFM56-3C ratings.

(2) Remove from service, fan blade P/N's 9527M99P08, 9527M99P09, 1285M39P01, and replace with serviceable parts which have not been operated at CFM56-3C ratings.

(3) Incorporate the provisions of Boeing Service Bulletin (SB) 737-71-1203, Revision 3, dated June 1, 1989, as described in item III titled, "Accomplishment Instructions", part V, "Airplane Wiring Modification for Operation at 22,000 Pounds Thrust Levels with two CFM56-3C-1 Engines Installed."

(4) Operate CFM56-3C engines at CFM56-3B thrust levels, or at limited CFM56-3C thrust levels, in accordance with the appropriate Airplane Flight Manual (AFM) listed herein: D6-8734-4K5, Revision 4; D6-8734-4Y01, Revision 6; D6-8734-4Y02, Revision 2; D6-8734-405, Revision 4; or D6-8734-408, Revision 3.

(b) For CFM56-3B model turbofan engines, Serial Numbers (S/N) 725101, 725102, 725103, 725104, 725105, 725107, 725108, 725141, and 725142 which have been operated at the CFM56-3C rating:

(1) Remove from service, stage 1 fan disk P/N 335-014-511-0, and replace with a serviceable part which has not been operated at the CFM56-3C ratings.

(2) Remove from service, fan blade P/N's 9527M99P08, 9527M99P09, and 1285M39P01, and replace with serviceable parts which have not been operated at CFM56-3C ratings.

Note: Ground running for maintenance purposes should be conducted in accordance with CFM56-3B rating limitations.

(c) Aircraft may be ferried in accordance with the provisions of Federal Aviation Regulations (FAR) 21.197 and 21.199 to a base where the AD can be accomplished.

(d) Upon submission of substantiating data by an owner or operator through an FAA Airworthiness Inspector, an alternate method of compliance with the requirements of this AD or adjustments to the compliance schedule specified in this AD may be approved by the Manager, Engine Certification Office, Engine and Propeller Directorate, Aircraft Certification Service, Federal Aviation Administration, 12 New England Executive Park, Burlington, Massachusetts 01803.

Modification procedures shall be done in accordance with Boeing SB 737-71-1203, Revision 3, dated June 1, 1989. 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 Airplanes, Publications Department,

P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the Regional Rules Docket, Office of the Assistant Chief Counsel, Federal Aviation Administration, New England Region, 12 New England Executive Park, Room 311, Burlington, Massachusetts 01803, or at the Office of the Federal Register, 1100 L Street NW., Room 8301, Washington, DC 20591.

This amendment becomes effective January 17, 1990, as to all persons except those persons to whom it was made immediately effective by TAD T89-13-51, issued June 14, 1989, which contained this amendment.

Issued in Burlington, Massachusetts, on December 1, 1989.

Jack A. Sain,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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