Proposed Rules

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. 94-NM-250-AD]

Airworthiness Directives; Fokker 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 0100 series airplanes. This proposal would require a visual inspection to verify proper clearance between the engine fuel supply-line and the hydraulic line in certain areas, and replacement of damaged fuel lines. This proposed AD would also require installation of additional clamps on the out line of the lift-dumper in certain cases. This proposal is prompted by a report indicating that fuel was found leaking from the right-hand wheel bay on one airplane due to chafing of the fuel supply line. The actions specified by the proposed AD are intended to prevent such chafing, which could result in fuel leakage, and, subsequently, lead to a possible fire hazard and engine fuel depravation.

DATES: Comments must be received by February 27, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 94–NM– 250–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 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) 227–1320.

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 94–NM–250–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. 94–NM–250–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

The Rijksluchtvaartdienst (RLD), which is the airworthiness authority for Federal Register Vol. 60, No. 10 Tuesday, January 17, 1995

the Netherlands, recently notified the FAA that an unsafe condition may exist on certain Fokker Model F28 Mark 0100 series airplanes. The RLD advises that, during a pre-flight walk-around inspection, fuel was found leaking from the right-hand wheel bay on a Model F28 Mark 0100 series airplane. Investigation revealed that a fuel supply line had been chafed through. The cause of such chafing has been attributed to the fuel line rubbing against a hydraulic line connecting union. This condition, if not corrected, could result in fuel leakage, and, subsequently, lead to a possible fire hazard and engine fuel depravation.

Fokker has issued Service Bulletin SBF100-28-026, dated March 12, 1993, which describes procedures for a onetime visual inspection to verify proper clearance between the engine fuel supply-line and the hydraulic line in zones 631 and 531. It also provides procedures for an inspection to detect damage of fuel lines, and replacement of damaged fuel lines. This service bulletin also describes procedures for installation of two additional clamps on the out line of the lift-dumper in cases where clearance is less than 3mm (0.118 inch). The RLD classified this service bulletin as mandatory and issued Netherlands airworthiness directive BLA 93-042 (A), dated March 22, 1993, in order to assure the continued airworthiness of these airplanes in the Netherlands.

This airplane model is manufactured in the Netherlands and is type certificated for operation in the United States under the provisions of §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.

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 a one-time visual inspection to verify proper clearance between the engine fuel supply-line and the hydraulic line