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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001-NE-49-AD; Amendment 39-13020; AD 2003-02-04]

RIN 2120-AA64

Airworthiness Directives; CFM International CFM56-5 and -5B Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), that is applicable to CFM International CFM56-5 and -5B series turbofan engines. This amendment requires the establishment of an exhaust gas temperature (EGT) baseline and trend monitoring using the System for Analysis of Gas Turbine Engines (SAGE), or equivalent, as an option to EGT harness replacement, and if necessary, replacement of certain EGT harnesses and EGT couplings as soon as a slow and continuous EGT drift downward is noticed after the effective date of this AD. This amendment is prompted by reports of erroneous EGT readings. The actions specified by this AD are intended to prevent unexpected deterioration of critical rotating engine parts due to higher than desired engine operating EGT's.

DATES: Effective February 27, 2003. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 27, 2003.

ADDRESSES: The service information referenced in this AD may be obtained from CFM International, Technical Publications Department, 1 Neumann Way, Cincinnati, OH 45215; telephone (513) 552-2800; fax (513) 552-2816.

This information may be examined, by appointment, at the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

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SUPPLEMENTARY INFORMATION:

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that is applicable to CFM International CFM56-5, -5A, and -5B series turbofan engines was published in the **Federal Register** on June 13, 2002 (67 FR 40626). That action proposed to require establishment of an exhaust gas temperature (EGT) baseline and trend monitoring using the System for Analysis of Gas Turbine Engines (SAGE), or equivalent, as an option to EGT harness and coupling replacement, and if necessary, replacement of certain EGT harnesses and EGT couplings as soon as a slow and continuous EGT drift downward is noticed after the effective date of this AD. These actions must be done in accordance with CFM International service bulletins CFM56-5 S/B 77-0020, dated March 4, 2002, and CFM56-5B S/B 77-0008, dated March 4, 2002.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Add a Compliance Time

Four commenters request that 100 to 250 flight hours be allowed to replace the EGT harness after it has been determined that EGT harness hardware is defective. The commenters state that the NPRM implies that compliance is required immediately because it does not prescribe a set compliance time.

The FAA agrees. Immediate compliance is unnecessary. The FAA has determined that two to three weeks, or 100 flight hours are the maximum reasonable compliance times after it has been determined that the EGT harness

components are faulty. The final rule is revised to reflect this change.

Change Determination of an Unsafe Condition and Proposed Actions Statement

One commenter requests a change to the FAA's Determination of an Unsafe Condition and Proposed Actions statement. The commenter requests that " * * * EGT harnesses manufactured between September 1998 and July 2000 * * *" be replaced with " * * * EGT harnesses manufactured between September 1998 and December 2001 * * *". The requested change is the result of updated information from the manufacturer.

The FAA agrees. The change includes manufacturing dates for the entire population of parts. However, the FAA's Determination of an Unsafe Condition and Proposed Actions section in the NRPM preamble does not appear in the final rule.

Remove -5A Model

One commenter requests the removal of the -5A model from the AD, the FAA's Determination of an Unsafe Condition and Proposed Actions, and the Compliance section. The -5A model should not be listed as an engine model type certificate configuration.

The FAA agrees. The -5A model is removed from the final rule.

Increase Replacement Time

The same commenter requests an increase in replacement time of parts not being trend monitored from 250 hours to 500 hours. The commenter states that this would follow the manufacturer's recommended replacement time and be consistent with current Airbus documentation (A check).

The FAA agrees. The final rule reflects this change.

Increase Amount of Allowable Temperature Change

Four commenters request an increase in the amount of allowable temperature change during trend monitoring from 10°C to 20°C or 30°C. Based on experience reported from several operators who use SAGE trend monitoring, a 10°C shift from baseline may not be enough to detect a fault by EGT readings.

The FAA agrees. The final rule reflects this change.