

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2007-0394; Directorate Identifier 2007-NM-252-AD; Amendment 39-15457; AD 2008-08-05]

RIN 2120-AA64

Airworthiness Directives; Fokker Model F.27 Mark 050 and F.28 Mark 0100 Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for the products listed above. This AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

Recently, a Fokker 100 (F28 Mark 0100) operator noted that the electrical connectors of the PSUs (Passenger Service Units) did not lock properly during installation in the aircraft. The PSU panels installed in Fokker 50 (F27 Mark 050 and Mark 0502) aircraft are similar to those installed in the Fokker 100. Investigation revealed that the lack of locking is caused by the tolerance in thickness of the gaskets (seals) inside the PSU connectors. This condition, if not corrected, may cause the connector to overheat, leading to electrical arcing and subsequent failure of the PSU Panels. In such instances, smoke is likely to be emitted. * * *

We are issuing this AD to require actions to correct the unsafe condition on these products.

DATES: This AD becomes effective May 19, 2008.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of May 19, 2008.

ADDRESSES: You may examine the AD docket on the Internet at <http://www.regulations.gov> or in person at the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1137; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the **Federal Register** on January 10, 2008 (73 FR 1848). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

Recently, a Fokker 100 (F28 Mark 0100) operator noted that the electrical connectors of the PSUs (Passenger Service Units) did not lock properly during installation in the aircraft. The PSU panels installed in Fokker 50 (F27 Mark 050 and Mark 0502) aircraft are similar to those installed in the Fokker 100. Investigation revealed that the lack of locking is caused by the tolerance in thickness of the gaskets (seals) inside the PSU connectors. This condition, if not corrected, may cause the connector to overheat, leading to electrical arcing and subsequent failure of the PSU Panels. In such instances, smoke is likely to be emitted. To remedy and prevent these problems, the PSU manufacturer Honeywell International Aerospace Electronic Systems (formerly known as Grimes Aerospace Company), has narrowed the tolerances of these gaskets. Since an unsafe condition has been identified that is likely to exist or develop on aircraft of these type designs, this Airworthiness Directive requires inspection [to verify if the J1/P1 and J2/P2 interface connectors can be properly locked and gaskets are present] and, where necessary, replacement of the affected PSU Panel J1 and J2 Interface Connector gaskets.

Corrective actions include installing a gasket, verifying that the J1 and J2 receptacle locking tabs are not deformed, replacing the receptacle, and installing a new PSU panel. You may obtain further information by examining the MCAI in the AD docket.

Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM or on the determination of the cost to the public.

Correction to Quoted Material in the NPRM

We have corrected two instances where we miscopied the references to the PSU panels in the quoted material as J1 and J2, which should have been J1 and J2.

Conclusion

We reviewed the available data and determined that air safety and the public interest require adopting the AD with the changes described previously. We determined that these changes will not increase the economic burden on any operator or increase the scope of the AD.

Differences Between This AD and the MCAI or Service Information

We have reviewed the MCAI and related service information and, in general, agree with their substance. But we might have found it necessary to use different words from those in the MCAI to ensure the AD is clear for U.S. operators and is enforceable. In making these changes, we do not intend to differ substantively from the information provided in the MCAI and related service information.

We might also have required different actions in this AD from those in the MCAI in order to follow our FAA policies. Any such differences are highlighted in a NOTE within the AD.

Costs of Compliance

We estimate that this AD will affect about 9 products of U.S. registry. We also estimate that it will take about 4 work-hours per product to comply with the basic requirements of this AD. The average labor rate is \$80 per work-hour. Based on these figures, we estimate the cost of this AD to the U.S. operators to be \$2,880, or \$320 per product.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. "Subtitle VII: Aviation Programs," describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in "Subtitle VII, Part A, Subpart III, Section 44701: General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect 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.

For the reasons discussed above, I certify this AD:

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. 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.

We prepared a regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD docket.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains the NPRM, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone (800) 647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

List of Subjects in 14 CFR Part 39

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

Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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. The FAA amends § 39.13 by adding the following new AD:

2008-08-05 Fokker Services B.V.

Amendment 39-15457. Docket No. FAA-2007-0394; Directorate Identifier 2007-NM-252-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective May 19, 2008.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Fokker airplanes identified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category.

(1) Fokker Model F.27 Mark 050 airplanes, equipped with Honeywell International (Grimes Aerospace) Passenger Service Units (PSUs), part number 10-1178-XX series.

(2) Fokker Model F.28 Mark 0100 airplanes, equipped with Honeywell International (Grimes Aerospace) PSUs, part

number 10-1178-XX series or 10-1571-XX series, unless modified in accordance with Fokker Service Bulletin SBF100-25-070.

Subject

(d) Air Transport Association (ATA) of America Code 25: Equipment/Furnishings.

Reason

(e) The mandatory continuing airworthiness information (MCAI) states:

Recently, a Fokker 100 (F28 Mark 0100) operator noted that the electrical connectors of the PSUs (Passenger Service Units) did not lock properly during installation in the aircraft. The PSU panels installed in Fokker 50 (F27 Mark 050 and Mark 0502) aircraft are similar to those installed in the Fokker 100. Investigation revealed that the lack of locking is caused by the tolerance in thickness of the gaskets (seals) inside the PSU connectors. This condition, if not corrected, may cause the connector to overheat, leading to electrical arcing and subsequent failure of the PSU Panels. In such instances, smoke is likely to be emitted. To remedy and prevent these problems, the PSU manufacturer Honeywell International Aerospace Electronic Systems (formerly known as Grimes Aerospace Company), has narrowed the tolerances of these gaskets. Since an unsafe condition has been identified that is likely to exist or develop on aircraft of these type designs, this Airworthiness Directive requires inspection [to verify if the J1/P1 and J2/P2 interface connectors can be properly locked and gaskets are present] and, when necessary, replacement of the affected PSU Panel J1 and J2 Interface Connector gaskets. Corrective actions include installing a gasket, verifying that the J1 and J2 receptacle locking tabs are not deformed, replacing the receptacle, and installing a new PSU panel.

Actions and Compliance

(f) Within 36 months after the effective date of this AD unless already done, do the following actions.

(1) Inspect the affected Honeywell International (Grimes Aerospace) PSU Panel Interface Connectors for proper locking of the connectors and to verify that gaskets are installed, in accordance with Part 3., "Accomplishment Instructions," of Fokker Service Bulletin SBF50-25-061 or SBF100-25-108, both dated March 31, 2006, as applicable.

(2) When discrepancies are found, before next flight, do all applicable corrective actions as detailed in Part 3., "Accomplishment Instructions," of Fokker Service Bulletin SBF50-25-061 or SBF100-25-108, both dated March 31, 2006, as applicable.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Branch, ANM-116, Transport Airplane

Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to *ATTN:* Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1137; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) *Reporting Requirements:* For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI Dutch Airworthiness Directive NL-2006-008, dated July 14, 2006; and Fokker Service Bulletin SBF50-25-061 or SBF100-25-108, both dated March 31, 2006; for related information.

Material Incorporated by Reference

(i) You must use Fokker Service Bulletin SBF50-25-061, dated March 31, 2006; or Fokker Service Bulletin SBF100-25-108, dated March 31, 2006; as applicable; to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Fokker Services B.V., Technical Services Dept., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands.

(3) You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on March 31, 2008.

Dionne Palermo,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
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