

§ 39.13 [Amended]

■ 2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

2003-14-19 Eurocopter France:

Amendment 39-13238. Docket No. 2002-SW-49-AD.

Applicability: Model SA-365N, N1, AS-365N2, N3, SA-366 G1, AS355F, F1, F2, N and EC130 B4 helicopters, with TRW-SAMM main servocontrols, part number SC8031, SC8031A, SC8031-1, SC8031-2, SC8032-1, SC8032-2, SC8033-1, SC8033-2, SC8034-1, SC8034-2, SC8042 or SC8043, overhauled or repaired at Hawker Pacific Aerospace before

March 1, 2002, installed, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters 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 (b) 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 thread failure, separation of the upper end-fitting that attaches the servocontrol cylinder to the upper ball end-fitting, and subsequent loss of control of the helicopter, accomplish the following:

(a) Replace each servocontrol with a servocontrol that does not fall within the "Applicability" of this AD in accordance with the following table:

For servocontrols that have been in service for:	Replace the servocontrols:
(1) Less than 1,000 hours time-in-service (TIS)	Within the next 550 hours TIS or 12 months, whichever occurs first.
(2) 1,000 or more hours TIS; less than 1,300	Before the servocontrols reach 1,550 hours TIS or within 9 months, whichever occurs first.
(3) 1,300 or more hours TIS;	Within the next 250 hours TIS or 6 months, whichever occurs first.

Note 2: Eurocopter Alert Telex No. 67.00.08 for Model AS 365 N, N1, N2, and N3 helicopters; Alert Telex No. 67.03 for Model AS 366 G1 helicopters; Alert Telex No. 67.00.23 for Model AS 355 F, F1, F2, and N helicopters; and Alert Telex No. 67A001 for Model EC 130 B4 helicopters, all dated April 29, 2002, pertain to the subject of this AD.

(b) 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, Safety Management Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Safety Management Group.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Safety Management Group.

(c) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished.

(d) This amendment becomes effective on August 21, 2003.

Note 4: The subject of this AD is addressed in Direction De L'Aviation Civile (France) AD No's. 2002-312-056(A), 2002-313-027(A), 2002-315-069(A), and 2002-316-004(A), all dated June 12, 2002.

Issued in Fort Worth, Texas, on July 8, 2003.

Mark R. Schilling,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 03-17947 Filed 7-16-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2003-NE-20-AD; Amendment 39-13242; AD 2003-14-23]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce plc RB211-524G2, -524G2-T, -524G3, -524G3-T, -524H, -524H-T, -524H2, and -524H2-T Series, and Models RB211 Trent 768-60, 772-60, and 772B-60 Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for Rolls-Royce plc (RR) RB211-524G2, -524G2-T, -524G3, -524G3-T, -524H, -524H-T, -524H2, and -524H2-T series, and models RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines with high pressure compressor (HPC) rotor stage 1 through stage 6 drums, part numbers (P/Ns) FK25502 and FW20195 installed. This AD is prompted by reports of cracks found in loading slots of HPC rotor stage 1 through stage 6 drums. We are issuing this AD to prevent crack initiation and propagation leading to uncontained failure of the HPC rotor stage 1 through stage 6 drum, and damage to the airplane.

DATES: Effective August 1, 2003.

We must receive any comments on this AD by September 15, 2003.

ADDRESSES: Use one of the following addresses to submit comments on this AD:

- By mail: The Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 2003-NE-20-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

- By fax: (781) 238-7055.

- By e-mail: 9-ane-adcomment@faa.gov

You may examine the AD docket, by appointment, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA.

FOR FURTHER INFORMATION CONTACT:

Antonio Cancelliere, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7751; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: The Civil Aviation Authority (CAA), which is the airworthiness authority for the U.K., recently notified the FAA that an unsafe condition may exist on RR RB211-524G2, -524G2-T, -524G3, -524G3-T, -524H, -524H-T, -524H2, and -524H2-T series, and models RB211 Trent 768-60, -772-60, and 772B-60 turbofan engines with HPC stage 1 through stage 6 drums, P/Ns FK25502 and FW20195 installed. The CAA advises that reports have been received of a number of RR Trent 700 series HPC rotor stage 1 through stage 6 drums found with cracks in the blade loading slots. The RB211-524G2, -524G2-T, -524G3, -524G3-T, -524H, -524H-T, -524H2, and -524H2-T series turbofan engines use an identical HPC rotor stage 1 through stage 6 drum. To date, one drum has been found with cracks. The manufacturer's investigation has revealed that the mechanism inducing

the cracking is a function of engine operating time and temperature, and is initiating cracks in the area of peak stress location. This AD requires removal from service of affected HPC rotor stage 1 through stage 6 drums at a newly established reduced cyclic life limit. We are requiring certain actions in this AD to prevent crack initiation and propagation leading to uncontained failure of the HPC rotor stage 1 through stage 6 drum, and damage to the airplane.

FAA's Determination and Requirements of This AD

Although none of these affected engine models are used on any airplanes that are registered in the United States, the possibility exists that the engine models could be used on airplanes that are registered in the United States in the future. Since an unsafe condition has been identified that is likely to exist or develop on other Rolls-Royce plc RB211-524G2, -524G2-T, -524G3, -524G3-T, -524H, -524H-T, -524H2, and -524H2-T series, and models RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines of this same type design, we are issuing this AD to prevent crack initiation and propagation leading to uncontained failure of the HPC rotor stage 1 through stage 6 drum, and damage to the airplane. This AD requires removal of HPC rotor stage 1 through stage 6 drums, P/Ns FK25502 and FW20195, at a newly established reduced cyclic life limit of 4,200 cycles-since-new.

Bilateral Airworthiness Agreement

This engine model is manufactured in the U.K., 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. In keeping with this bilateral airworthiness agreement, the CAA has kept the FAA informed of the situation described above. We have examined the findings of the CAA, 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.

FAA's Determination of the Effective Date

Since there are currently no domestic operators of this engine model, notice and opportunity for prior public comment are unnecessary. Therefore, a situation exists that allows the immediate adoption of this regulation.

Changes to 14 CFR Part 39—Effect on the AD

On July 10, 2002, we issued a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs our AD system. This regulation now includes material that relates to special flight permits, alternative methods of compliance, and altered products. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment; however, we invite you to submit any written relevant data, views, or arguments regarding this AD. Send your comments to an address listed under **ADDRESSES**. Include "AD Docket No. 2003-NE-20-AD" in the subject line of your comments. If you want us to acknowledge receipt of your mailed comments, send us a self-addressed, stamped postcard with the docket number written on it; we will date-stamp your postcard and mail it back to you. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify it. If a person contacts us through a nonwritten communication, and that contact relates to a substantive part of this AD, we will summarize the contact and place the summary in the docket. We will consider all comments received by the closing date and may amend the AD in light of those comments.

We are reviewing the writing style we currently use in regulatory documents. We are interested in your comments on whether the style of this document is clear, and your suggestions to improve the clarity of our communications with you. You may get more information about plain language at <http://www.plainlanguage.gov>.

Regulatory Findings

We have 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 that the regulation:

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 summary of the costs to comply with this AD and placed it in the AD Docket. You may get a copy of this summary by sending a request to us at the address listed under **ADDRESSES**. Include "AD Docket No. 2003-NE-20-AD" in your request.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

■ Accordingly, under 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. The FAA amends § 39.13 by adding the following new airworthiness directive:

2003-14-23 Rolls-Royce plc: Amendment 39-13242. Docket No. 2003-NE-20-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective August 1, 2003.

Affected ADs

(b) None.

Applicability:

(c) This AD applies to Rolls-Royce plc RB211-524G2, -524G2-T, -524G3, -524G3-T, -524H, -524H-T, -524H2, and "524H2-T series, and models RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines with high pressure compressor (HPC) rotor stage 1 through stage 6 drums, part numbers (P/Ns) FK25502 and FW20195 installed. These engines are installed on, but not limited to, Airbus A330 series, Boeing 747-400 series, and 767-300 series airplanes.

Unsafe Condition

(d) This AD is prompted by reports of cracks found in loading slots of HPC rotor stage 1 through stage 6 drums. We are issuing this AD to prevent crack initiation and propagation leading to uncontained failure of the HPC rotor stage 1 through stage 6 drum, and damage to the airplane.

Compliance:

(e) If you have not already performed the actions required by this AD, you must

perform the actions within the compliance cycles specified in this AD.

Required Actions

(f) Remove HPC rotor stage 1 through stage 6 drums, P/Ns FK25502 and FW20195, from service at or before accumulating 4,200 cycles-since-new (CSN).

(g) After the effective date of this AD, do not install any HPC rotor stage 1 through stage 6 drum, P/N FK25502 or FW20195, that exceeds 4,200 CSN.

Alternative Methods of Compliance (AMOCs)

(h) You must request AMOCs as specified in 14 CFR part 39.19. All AMOCs must be approved by the Manager, Engine Certification Office, FAA.

Material Incorporated by Reference

(i) None.

Related Information

(j) CAA airworthiness directive 004-02-2003, dated April 2003, also addresses the subject of this AD.

Issued in Burlington, Massachusetts, on July 11, 2003.

Francis A. Favara,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 03-18078 Filed 7-16-03; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2003-NE-32-AD; Amendment 39-13243; AD 2003-15-01]

RIN 2120-AA64

Airworthiness Directives; McCauley Propeller Systems, Inc. Propeller Hub Models B5JFR36C1101, C5JFR36C1102, B5JFR36C1103, and C5JFR36C1104

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain McCauley Systems, Inc. propellers that are installed on BAE Systems (Operations) Limited Jetstream Model 4101 airplanes. This AD requires a fluorescent penetrant inspection (FPI) of the propeller blades for cracks. This AD is prompted by a report of a significant crack in a propeller blade shank and two reports of cracks in the hubs of the same propeller model. We are issuing this AD to detect cracks in the propeller blade shank that could cause a failure of the propeller blade and loss of control of the airplane.

DATES: Effective July 17, 2003. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of July 17, 2003.

We must receive any comments on this AD by September 15, 2003.

ADDRESSES: Use one of the following addresses to submit comments on this AD:

- *By mail:* The Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 2003-NE-32-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

- *By fax:* (781) 238-7055.

- *By e-mail:* 9-ane-adcomment@faa.gov

You may get the service information referenced in this AD from McCauley Propeller Systems, 3535 McCauley Drive, Vandalia, OH 45377.

You may examine the AD docket at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA. You may examine the service information at the 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:

Timothy Smyth, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Room 107, Des Plaines, IL 60018; telephone: (847) 294-7132; fax: (847) 294-7834.

SUPPLEMENTARY INFORMATION: This AD applies to the following McCauley Systems, Inc. propeller assemblies that are installed on BAE Systems (Operations) Limited Jetstream Model 4101 airplanes:

- Hub Model B5JFR36C1101, with Model 114GC series propeller blades,
- Hub Model C5JFR36C1102, with Model L114GC series propeller blades, and

- Hub Model B5JFR36C1103, with Model 114HC series propeller blades,
- Hub Model C5JFR36C1104, with Model L114HC series propeller blades.

This AD requires a one time FPI of the retention area of the propeller blade. A July 1, 2003, report of vibration prompted this AD. An operator of a Jetstream Model 4101 airplane notified McCauley Propeller Systems, Inc. of a vibration during flight. Investigation found a crack that appeared to extend through the butt of the propeller blade for about one-half of the circumference of the blade shank. We also received two reports of cracks in the hubs of the

same propeller models that may be related to this issue. We are requiring the actions specified in this AD to detect cracks in the propeller blade shank that could cause a failure of the propeller blade and loss of control of the airplane.

Relevant Service Information

We have reviewed and approved the technical contents of McCauley Alert Service Bulletin (ASB) ASB246B, Revision 2, dated July 11, 2003, that describes procedures for FPI of the propeller blade.

Differences Between This AD and the Service Information

McCauley ASB ASB246B, Revision 2, dated July 11, 2003, requires the operator to perform a blade shake check at 72-hour intervals. This AD does not require the blade shake check.

FAA's Determination and Requirements of This AD

The unsafe condition described previously is likely to exist or develop on other McCauley Systems, Inc. propeller hub Models B5JFR36C1101, C5JFR36C1102, B5JFR36C1103, and C5JFR36C1104, of the same type design that are installed on BAE Systems (Operations) Limited Jetstream Model 4101 airplanes. We are issuing this AD to detect cracks in the propeller blade shank that could cause a failure of the propeller blade and loss of control of the airplane. You must use the service information described previously to perform these actions.

FAA's Determination of the Effective Date

Since an unsafe condition exists that requires the immediate adoption of this AD, we have found that notice and opportunity for public comment before issuing this AD are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

Changes to 14 CFR Part 39—Effect on the AD

On July 10, 2002, we issued a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs our AD system. This regulation now includes material that relates to special flight permits, alternative methods of compliance, and altered products. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.