

(4) In addition to provisions in the preceding paragraphs, each handler making shipments for processing shall:

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Dated: March 4, 2003.

A.J. Yates,

Administrator, Agricultural Marketing Service.

[FR Doc. 03-5540 Filed 3-7-03; 9:08 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2002-NE-37-AD; Amendment 39-13080; AD 2003-05-04]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce Deutschland Ltd. & Co KG, Model Tay 611-8, 620-15, 650-15, and 651-54 Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD) that is applicable to Rolls-Royce Deutschland Ltd. & Co KG (RRD) Model Tay 620-15 and 650-15 turbofan engines. That AD currently requires initial and repetitive inspections of certain low pressure (LP) fuel tubes. This amendment requires the same inspections and adds two engine models to the applicability. This amendment is prompted by a report that certain Tay 611-8 and 651-54 turbofan engines may use the same LP fuel tube. The actions specified in this AD are intended to prevent a dual-engine flameout due to fuel exhaustion, which could lead to forced landing and possible damage to the airplane.

DATES: Effective March 26, 2003. The incorporation by reference of certain publications listed in the rule is approved by the Director of the Federal Register as of March 26, 2003. The incorporation by reference of certain other publications, as listed in the regulations, was approved previously by the Director of the Federal Register as of December 18, 2002 (67 FR 71814; December 3, 2002).

Comments for inclusion in the Rules Docket must be received on or before May 12, 2003.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England

Region, Office of the Regional Counsel, Attention: Rules Docket No. 2002-NE-37-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may be inspected at this location, by appointment, between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays. Comments may also be sent via the Internet using the following address: *9-ane-adcomment@faa.gov*. Comments sent via the Internet must contain the docket number in the subject line.

The service information referenced in this AD may be obtained from Rolls-Royce Deutschland Ltd. & Co KG, Eschenweg 11, D-15827 DAHLEWITZ, Germany; telephone 49 (0) 33-7086-1768; fax 49 (0) 33-7086-3356. This information may be examined, by appointment, 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:

James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone 781-238-7176; fax 781-238-7199.

SUPPLEMENTARY INFORMATION:

On November 21, 2002, the FAA issued AD 2002-24-06, Amendment 39-12971 (67 FR 71814, December 3, 2002) to require an initial inspection within 300 hours time-in-service (TIS) after the effective date of the AD, or one month after the effective date of the AD, whichever occurred first. That action was prompted by a report of a dual-engine flameout on a Fokker F.28 Mark 0100 airplane that resulted in a forced landing and destruction of the airplane. That condition, if not corrected, could result in a dual-engine flameout due to fuel exhaustion, which could lead to forced landing and possible damage to the airplane. The Luftfahrt Bundesamt (LBA), which is the airworthiness authority for Germany, determined that a leak from the LP fuel tube, part number (P/N) JR33021A, which connects the LP fuel flowmeter to the high pressure (HP) fuel pump, resulted in complete fuel exhaustion and subsequent dual engine flameout.

Since AD 2002-24-06 was issued, the LBA has notified the FAA that the same unsafe condition may exist on RRD Model Tay 611-8 and 651-54 turbofan engines with Part 4 of RRD SB TAY-73-1194 incorporated.

Manufacturer's Service Information

RRD has issued SB TAY-73-1540, Revision 1, dated September 13, 2002, that specifies procedures for inspecting the LP fuel tube, P/N JR33021A, for fretting on Tay 620-15 and 650-15 turbofan engines. The LBA classified this service bulletin as mandatory and issued AD No. 2002-331, dated September 13, 2002, in order to ensure the airworthiness of these engines in Germany. RRD has also issued SB TAY-73-1553, Revision 1, dated December 13, 2002, that specifies procedures for inspecting the LP fuel tube, P/N JR33021A, for fretting on Tay 611-8 and 651-54 turbofan engines. The LBA classified this service bulletin as mandatory and issued AD No. 2002-358, dated November 28, 2002, in order to ensure the airworthiness of these RRD Model Tay 611-8 and 651-54 turbofan engines in Germany.

Bilateral Airworthiness Agreement

These engine models are type certificated in Germany, and are type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the LBA has kept the FAA informed of the situation described above. The FAA has examined the findings of the LBA, 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 an Unsafe Condition and Required Actions

Since an unsafe condition has been identified that is likely to exist or develop on other RRD Tay 611-8, 620-15, 650-15, and 651-54 turbofan engines of the same type design, this AD is being issued to prevent a dual-engine flameout due to fuel exhaustion, which could lead to forced landing and possible damage to the airplane. Since the effective date of AD 2002-24-06 was December 18, 2002, and all TAY 620-15 and 650-15 engines should have completed the initial inspection, this AD requires:

- An initial inspection of the LP fuel tube for fretting before further flight for Tay 620-15 and 650-15 turbofan engines.
- An initial inspection of the LP fuel tube for fretting within 300 hours TIS or one month after the effective date of this AD, whichever occurs first for Tay 611-8 and 651-54 turbofan engines.