

bearing housing assembly containing changes to the intermediate pressure (IP) and LP speed probe terminal block positions to prevent oil leakage.

- RR SB RB.211-72-C178, Revision 1, dated March 9, 2001, which introduces a revised engine gearbox breather duct assembly that provides mounting locations for overheat detectors.

- RR SB RB.211-77-C144, Revision 1, dated February 13, 2002, which introduces overheat detectors mounted in the engine gearbox breather duct assembly, to provide detection of temperature increase in the gearbox breather air flow, and early detection of fires originating in the gearbox.

- RR MSB RB.211-71-E047, dated August 2, 2002, which introduces a revised speed probe loom electrical support assembly, located on the engine front bearing housing assembly.

- Lockheed Martin SB 093-77-059, Revision 2, dated April 11, 2002, which introduces modifications to the airplane instrument panels and consoles, necessary for compatibility with the installation of the engine turbine air temperature monitoring system.

- Lockheed Martin SB 093-77-060, dated April 11, 2002, which introduces modifications to the airplane instrument panels and consoles, necessary for compatibility with the installation of engine failure indicators and LP compressor shaft extreme axial movement detector indicators.

These modifications would be mandated by this proposal. The CAA classified MSB RB.211-72-C863, MSB RB.211-72-C963, and MSB RB.211-71-E047 as mandatory and issued AD 006-02-2002, dated February 15, 2002, AD 006-12-2001, dated December 4, 2001, and AD 003-08-2002, dated August 2, 2002 respectively, in order to assure the airworthiness of these engines in the U.K.

Differences Between This AD and the Manufacturer's Service Information

Although Mandatory Service Bulletins RB.211-72-C863 and RB.211-72-C963 specify a fixed date for compliance for RB211-22B-02, RB211-524B-02, RB211-524B-B-02, RB211-524B3-02, RB211-524B4-02 and RB211-524B4-D-02 engines, the FAA requires the compliance to be done within a specified time span such as months or years from the effective date of the AD.

Bilateral Agreement Information

These engine models are manufactured in the U.K. and are 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 CAA has kept the FAA informed of the situation described above. The FAA has 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.

Proposed Requirements of This AD

Since an unsafe condition has been identified that is likely to exist or develop on other Lockheed Martin models L-1011-385-1, L-1011-385-1-14, L-1011-385-1-15, and L-1011-385-3 airplanes and Rolls-Royce plc RB211-22B-02, RB211-524B-02, RB211-524B-B-02, RB211-524B3-02, RB211-524B4-02, and RB211-524B4-D-02 series turbofan engines of the same type design that are used on airplanes registered in the United States, the proposed AD would require:

- Modifications of the engine turbine cooling air panel at the flight engineer/second officer's console, pilot's caution and warning light panel on the main instrument panel.
- Installation of an engine turbine air temperature monitoring system.
- Installation of a revised engine front bearing housing assembly.
- Installation of speed probe loom electrical support assembly part number (P/N) FW15212, if applicable.
- Installation of an LP compressor shaft extreme axial movement detector system.

The actions would be required to be done in accordance with the MSB's and SB's described previously.

Economic Analysis

There are approximately 492 engines and 164 airplanes of the affected design in the worldwide fleet. The FAA estimates that 270 engines installed on 90 airplanes of U.S. registry would be affected by this proposed AD. The FAA estimates that it would take approximately 40 work hours per engine to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$58,956 per engine. The FAA estimates that it would cost approximately \$37,920 per airplane to do the airframe panel modifications. In addition, one airplane of U.S. registry would require speed probe loom electrical support assemblies P/N FW15212 installed on all three engines, at an estimated cost of \$588 per engine. Based on these figures, the total cost of the proposed AD to U.S. operators is estimated to be \$19,980,684.

Regulatory Analysis

This proposed rule does not have federalism implications, as defined in Executive Order 13132, because it would 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. Accordingly, the FAA has not consulted with state authorities prior to publication of this proposed rule.

For the reasons discussed above, I certify that this proposed 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) if promulgated, 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. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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. Section 39.13 is amended by removing Amendment 39-12378, 66 FR 44030 August 22, 2001), and by adding a new airworthiness directive:

Lockheed Martin and Rolls-Royce plc:
Docket No. 2000-NM-369-AD.

Applicability: This airworthiness directive (AD) is applicable to Lockheed Martin models L-1011-385-1, L-1011-385-1-14, L-1011-385-1-15, and L-1011-385-3 airplanes and Rolls-Royce plc (RR) RB211-22B-02, RB211-524B-02, RB211-524B-B-02, RB211-524B3-02, RB211-524B4-02, and RB211-524B4-D-02 series turbofan engines.

Note 1: This airworthiness directive (AD) applies to each airplane and engine identified in the preceding applicability