

Note 2: Although paragraph (a) of this AD allows up to 5 years for the required replacement, the FAA encourages operators to review their airplanes to assess their individual needs for materials and plan accordingly. The FAA anticipates that operators will accomplish the requirements of this AD at the earliest practicable maintenance opportunity to lessen the burden toward the end of the compliance time.

Part Installation

(b) As of the effective date of this AD, no person shall install an insulation blanket constructed of MPET on any airplane.

Alternative Methods of Compliance

(c) 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, International Branch, ANM-116, Transport Airplane Directorate, FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(e) The replacement shall be done in accordance with Avions de Transport Regional Service Bulletin ATR42-25-0134, dated January 24, 2002; or Avions de Transport Regional Service Bulletin ATR72-25-1074, dated January 24, 2002; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 4: The subject of this AD is addressed in French airworthiness directives 2001-635-061(B) and 2001-636-088(B), both dated December 26, 2001.

Effective Date

(f) This amendment becomes effective on May 27, 2003.

Issued in Renton, Washington, on April 11, 2003.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2003-NM-88-AD; Amendment 39-13121; AD 2003-06-51]

RIN 2120-AA64

Airworthiness Directives; Learjet Model 45 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the *Federal Register* an amendment adopting airworthiness directive (AD) 2003-06-51 that was sent previously to all known U.S. owners and operators of certain Learjet Model 45 airplanes by individual notices. This AD requires an inspection to determine the part number of the horizontal stabilizer actuator assembly (A66), and replacement of any suspect horizontal stabilizer actuator assembly (A66) with a new or serviceable actuator assembly (A66). This action is prompted by a report of severe vibration followed by a rapid nose down pitch change on a Learjet Model 45 airplane. The actions specified by this AD are intended to prevent structural failure of the horizontal stabilizer actuator assembly, which could result in possible loss of control of the airplane.

DATES: Effective April 28, 2003, to all persons except those persons to whom it was made immediately effective by emergency AD 2003-06-51, issued on March 20, 2003, which contained the requirements of this amendment.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 28, 2003.

Comments for inclusion in the Rules Docket must be received on or before June 20, 2003.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2003-NM-88-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227-1232. Comments may also be sent via the Internet using the following address: 9-anm-iarcomment@faa.gov. Comments sent

via fax or the Internet must contain "Docket No. 2003-NM-88-AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 or 2000 for Windows or ASCII text.

The applicable service information may be obtained from Learjet, Inc., One Learjet Way, Wichita, Kansas 67209-2942. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

David Hirt, Aerospace Engineer, Systems and Equipment Branch, ACE-116W, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4156; fax (316) 946-4407.

SUPPLEMENTARY INFORMATION: On March 20, 2003, the FAA issued emergency airworthiness directive (AD) 2003-06-51, which is applicable to certain Learjet Model 45 airplanes.

Background

The FAA has received a report of severe vibration followed by a rapid nose down pitch change on a Learjet Model 45 airplane. Investigation revealed that the acme screw of the horizontal stabilizer actuator assembly was fractured. The actuator features a dual load path. The actuator assembly's primary load path, the acme screw, failed. Loads should have been retained by the secondary internal retaining rod. However, the threaded nut on the secondary internal retaining rod had worked completely off, either latently before the fracture or from the effects of the fractured screw. The cause of such failure has not been determined.

There have been no previous reports of fractured acme screws of the horizontal stabilizer actuator assembly. However, there have been reports of cracks in the acme screw. As a result of these reports, the acme screw design was changed in February 2000 to reduce the probability of crack initiation. The fractured acme screw was an early design that did not have the design improvements incorporated to reduce the probability of crack initiation.

Structural failure of the horizontal stabilizer actuator assembly could result in possible loss of control of the airplane.