

(b) If a crack, blister, or wrinkling is found as a result of the visual check, accomplish the following before further flight (see Figure 1 of this AD):

(1) Zone A: If a blister is detected on the blade suction face, conduct a tapping test inspection on the whole blade for bonding separation.

(i) For blades, P/N 365A33-2131-all dash numbers, 365A12-0010-all dash numbers, and 365A12-0020-00, and -01, if bonding separation or a crack is found, replace the blade with an airworthy blade before further flight.

(ii) For blades, P/N 365A12-0020-02, and -03, if bonding separation exceeds 900 mm² in a 30 x 30 mm square or if there is a crack, replace the blade with an airworthy blade before further flight.

(2) Zone B: If a crack, wrinkling, or a blister is found, replace the blade with an airworthy blade before further flight.

(c) Within 10 hours TIS, conduct a tapping test inspection on each blade. If there is bonding separation that exceeds the criteria in paragraphs b(1)(i) and b(1)(ii) of this AD, replace the blade with an airworthy blade before further flight.

Note 1: Edition No. 1, Revision No. 0, of Eurocopter France Service Bulletin Nos. 05.09 and 05.00.17, both dated April 16, 2003, pertain to the subject of this AD.

(1) Thereafter, at intervals not to exceed 25 hours TIS or every 50 cycles (each takeoff and landing equals 1 cycle), whichever occurs first, conduct a tapping test inspection for bonding separation on all blades with a serial number (S/N) less than 18912, and blades, P/N 365A12-0020-00 or 365A12-0020-01, with a S/N equal to or greater than 18912. If bonding separation or a crack is found, replace the blade with an airworthy blade before further flight.

(2) Thereafter, at intervals not to exceed 25 hours TIS, conduct a tapping test inspection for bonding separation on blades, P/N 365A12-0020-02 or 365A12-0020-03, in Zone A as depicted in Figure 1 of this AD.

(i) If bonding separation exceeds the criteria specified in paragraph (b)(1)(ii) of this AD or if a crack is found, replace the blade with an airworthy blade before further flight.

(ii) If bonding separation is present and within tolerance of the criteria specified in paragraph (b)(1)(ii) of this AD, conduct a tapping test before the first flight of the day and as often as necessary during the day ensuring that the TIS between tapping tests does not exceed 10 hours TIS between tapping tests.

(iii) Within 25 hours TIS after the discovery of skin debonding in Zone A,

remove and replace the blade with an airworthy blade.

(3) Thereafter, at intervals not to exceed 100 hours TIS or 200 cycles, whichever occurs first, conduct a tapping test inspection for bonding separation on blades, P/N 365A12-0020-02 or 365A12-0020-03, in Zone B as depicted in Figure 1 of this AD. If a crack, wrinkling, or a blister is found, replace the blade with an airworthy blade before further flight.

(d) Within 10 hours TIS, and thereafter at intervals not to exceed 100 hours TIS or 200 cycles, whichever occurs first, measure the blade-to-air duct clearance. If the clearance is less than 3 mm, replace the blade with an airworthy blade before further flight.

(e) For blades, P/N 365A12-0020-02 or 365A12-0020-03, with a S/N equal to or greater than 32944, except for S/N 32963 through 33091, S/N 33116 through 33187, or S/N 33232 through 33319:

(1) Within 10 hours TIS, replace blades with 150 or more hours TIS with an airworthy blade.

(2) On or before 160 hours TIS, replace blades with less than 150 hours TIS with an airworthy blade.

(f) This AD revises the Limitations section of the maintenance manual by establishing a 160-hour TIS life limit for blades, P/N 365A12-0020-02 and 365A12-0020-03, with a S/N equal to or greater than 32944, except for S/N 32963 through 33091, S/N 33116 through 33187, and S/N 33232 through 33319.

(g) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Regulations Group, Rotorcraft Directorate, FAA, for information about previously approved alternative methods of compliance.

(h) This amendment becomes effective on June 20, 2003, to all persons except those persons to whom it was made immediately effective by Emergency AD 2003-08-53, issued April 23, 2003, which contained the requirements of this amendment.

Note 2: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD Nos. T2003-155(A) and T2003-156(A), both dated April 17, 2003.

Issued in Fort Worth, Texas, on May 28, 2003.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 03-14134 Filed 6-4-03; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2003-NE-21-AD; Amendment 39-13183; AD 2003-11-23]

RIN 2120-AA64

Airworthiness Directives; International Aero Engines AG (IAE) V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, and V2530-A5 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 certain IAE V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, and V2530-A5 turbofan engines. This AD requires initial and repetitive inspections of the master magnetic chip detector (MCD) or the No. 1, 2, 3 bearing chamber MCD. This AD is prompted by reports of No. 3 bearing failures that resulted in in-flight engine shutdowns (IFSDs) and significant smoke in the cockpit and cabin. The actions specified in this AD are intended to prevent failure of the No. 3 bearing, which could result in IFSDs and smoke in the cockpit and cabin.

DATES: Effective June 20, 2003.

We must receive any comments on this AD by August 4, 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-21-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 International Aero Engines AG, 400 Main Street, East Hartford, CT 06108; telephone: (860) 565-5515; fax: (860) 565-5510.

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

FOR FURTHER INFORMATION CONTACT: Glorianne Niebuhr, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7132; fax (781) 238-7199.