

| Actions | Compliance | Procedures |
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| (2) If corrosion is found during any inspection that does not exceed the limits specified in Shorts Service Bulletin 27-77, repair the corrosion damage on the affected flight control rod. | Prior to further flight after the inspection where the damage is found. | In accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Shorts Service Bulletin Number 27-77, Original Issue 27/FEB/03. |
| (3) If any crack is found or if corrosion damage that exceeds the limits specified in Shorts Service Bulletin 27-77 is found during any inspection required by this AD, replace the affected flight control rod. | Prior to further flight after the inspection where the damage or cracks are found. | In accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Shorts Service Bulletin Number 27-77, Original Issue 27/FEB/03. |
| (4) Do not install any used flight control rod on any affected airplane unless it has been inspected and found to be corrosion and crack free as specified in this AD. Then repetitively inspect as required in paragraph (d)(1) of this AD. | As of August 11, 2003 (the effective date of this AD). | In accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Shorts Service Bulletin Number 27-77, Original Issue 27/FEB/03. |

(e) *Can I comply with this AD in any other way?* To use an alternative method of compliance or adjust the compliance time, use the procedures in 14 CFR 39.19. Send these requests to the Manager, Standards Office, Small Airplane Directorate. For information on any already approved alternative methods of compliance, contact Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; facsimile: (816) 329-4090.

(f) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with Shorts Service Bulletin Number 27-77, Original Issue February 27, 2003. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You may get copies from Short Brothers PLC, P.O. Box 241, Airport Road, Belfast BT3 9DZ Northern Ireland; telephone: +44 (0) 28 9045 8444; facsimile: +44 (0) 28 9073 3396. You may view copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note: The United Kingdom Civil Airworthiness Authority (CAA) classified Shorts Service Bulletin Number 27-77, Original Issue 27/FEB/03, as mandatory. The CAA classifying a service bulletin as mandatory is the equivalent for airplanes on the British registry as an AD is for airplanes on the U.S. registry.

(g) *When does this amendment become effective?* This amendment becomes effective on August 11, 2003.

Issued in Kansas City, Missouri, on June 16, 2003.

Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2003-NE-23-AD; Amendment 39-13210; AD 2003-13-10]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce Corporation (Formerly Allison Engine Company, Allison Gas Turbine Division, and Detroit Diesel Allison) Models 250-C30R/3, -C30R/3M, -C47B, and -C47M Turboshift 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 Corporation (formerly Allison Engine Company, Allison Gas Turbine Division, and Detroit Diesel Allison) models 250-C30R/3, -C30R/3M, -C47B, and -C47M turboshift engines. This AD requires initial and repetitive electrical signal inspections of the hydromechanical unit (HMU) Power Lever Angle (PLA) potentiometer. This AD is prompted by an investigation by the National Transportation Safety Board (NTSB), which revealed that a potential undetected failure of the PLA potentiometer electrical signal could cause uncommanded and sudden changes in engine power. The actions specified in this AD are intended to prevent uncommanded and sudden changes in engine power.

DATES: Effective July 15, 2003. The Director of the Federal Register approved the incorporation by reference

of certain publications listed in the regulations as of July 15, 2003.

We must receive any comments on this AD by August 29, 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-23-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 Rolls-Royce Corporation, P.O. Box 420, Indianapolis, IN 46206-0420; telephone (317) 230-6400; fax (317) 230-4243.

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:

Khailaa Hosny, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, 2300 East Devon Avenue, Des Plaines, IL 60018-4696; telephone (847) 294-7134; fax (847) 294-7834.

SUPPLEMENTARY INFORMATION: This AD applies to Rolls-Royce Corporation models 250-C30R/3, -C30R/3M, -C47B, and -C47M turboshift engines. This AD requires initial and repetitive electrical signal inspections of the HMU PLA