

**§ 39.13 [Amended]**

■ 2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

**2003-14-19 Eurocopter France:**

Amendment 39-13238. Docket No. 2002-SW-49-AD.

*Applicability:* Model SA-365N, N1, AS-365N2, N3, SA-366 G1, AS355F, F1, F2, N and EC130 B4 helicopters, with TRW-SAMM main servocontrols, part number SC8031, SC8031A, SC8031-1, SC8031-2, SC8032-1, SC8032-2, SC8033-1, SC8033-2, SC8034-1, SC8034-2, SC8042 or SC8043, overhauled or repaired at Hawker Pacific Aerospace before

March 1, 2002, installed, certificated in any category.

**Note 1:** This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by

this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

*Compliance:* Required as indicated, unless accomplished previously.

To prevent thread failure, separation of the upper end-fitting that attaches the servocontrol cylinder to the upper ball end-fitting, and subsequent loss of control of the helicopter, accomplish the following:

(a) Replace each servocontrol with a servocontrol that does not fall within the "Applicability" of this AD in accordance with the following table:

For servocontrols that have been in service for:	Replace the servocontrols:
(1) Less than 1,000 hours time-in-service (TIS) .....	Within the next 550 hours TIS or 12 months, whichever occurs first.
(2) 1,000 or more hours TIS; less than 1,300 .....	Before the servocontrols reach 1,550 hours TIS or within 9 months, whichever occurs first.
(3) 1,300 or more hours TIS; .....	Within the next 250 hours TIS or 6 months, whichever occurs first.

**Note 2:** Eurocopter Alert Telex No. 67.00.08 for Model AS 365 N, N1, N2, and N3 helicopters; Alert Telex No. 67.03 for Model AS 366 G1 helicopters; Alert Telex No. 67.00.23 for Model AS 355 F, F1, F2, and N helicopters; and Alert Telex No. 67A001 for Model EC 130 B4 helicopters, all dated April 29, 2002, pertain to the subject of this AD.

(b) 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, Safety Management Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Safety Management Group.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Safety Management Group.

(c) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished.

(d) This amendment becomes effective on August 21, 2003.

**Note 4:** The subject of this AD is addressed in Direction De L'Aviation Civile (France) AD No's. 2002-312-056(A), 2002-313-027(A), 2002-315-069(A), and 2002-316-004(A), all dated June 12, 2002.

Issued in Fort Worth, Texas, on July 8, 2003.

**Mark R. Schilling,**

*Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.*

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. 2003-NE-20-AD; Amendment 39-13242; AD 2003-14-23]

**RIN 2120-AA64**

**Airworthiness Directives; Rolls-Royce plc RB211-524G2, -524G2-T, -524G3, -524G3-T, -524H, -524H-T, -524H2, and -524H2-T Series, and Models RB211 Trent 768-60, 772-60, and 772B-60 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 Rolls-Royce plc (RR) RB211-524G2, -524G2-T, -524G3, -524G3-T, -524H, -524H-T, -524H2, and -524H2-T series, and models RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines with high pressure compressor (HPC) rotor stage 1 through stage 6 drums, part numbers (P/Ns) FK25502 and FW20195 installed. This AD is prompted by reports of cracks found in loading slots of HPC rotor stage 1 through stage 6 drums. We are issuing this AD to prevent crack initiation and propagation leading to uncontained failure of the HPC rotor stage 1 through stage 6 drum, and damage to the airplane.

**DATES:** Effective August 1, 2003.

We must receive any comments on this AD by September 15, 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-20-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

• By fax: (781) 238-7055.

• By e-mail: [9-ane-adcomment@faa.gov](mailto:9-ane-adcomment@faa.gov)

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

**FOR FURTHER INFORMATION CONTACT:**

Antonio Cancelliere, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7751; fax (781) 238-7199.

**SUPPLEMENTARY INFORMATION:** The Civil Aviation Authority (CAA), which is the airworthiness authority for the U.K., recently notified the FAA that an unsafe condition may exist on RR RB211-524G2, -524G2-T, -524G3, -524G3-T, -524H, -524H-T, -524H2, and -524H2-T series, and models RB211 Trent 768-60, -772-60, and 772B-60 turbofan engines with HPC stage 1 through stage 6 drums, P/Ns FK25502 and FW20195 installed. The CAA advises that reports have been received of a number of RR Trent 700 series HPC rotor stage 1 through stage 6 drums found with cracks in the blade loading slots. The RB211-524G2, -524G2-T, -524G3, -524G3-T, -524H, -524H-T, -524H2, and -524H2-T series turbofan engines use an identical HPC rotor stage 1 through stage 6 drum. To date, one drum has been found with cracks. The manufacturer's investigation has revealed that the mechanism inducing