

on airplanes of U.S. registry would be affected by this proposed AD. We also estimate that it would take approximately 31 work hours per engine to perform the proposed actions, and that the average labor rate is \$65 per work hour. Required parts would cost approximately \$38,000 per engine. Based on these figures, the total cost of the proposed AD to U.S. operators is estimated to be \$40,015,000.

### Regulatory Findings

We have determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD 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.

For the reasons discussed above, I certify that the 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. Would not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a summary of the costs to comply with this proposal and placed it in the AD Docket. You may get a copy of this summary by sending a request to us at the address listed under **ADDRESSES**. Include "AD Docket No. 2003-NE-12-AD" in your request.

### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

### The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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. The FAA amends § 39.13 by adding the following new airworthiness directive:

**Rolls-Royce plc:** Docket No. 2003-NE-12-AD.

#### Comments Due Date

(a) The FAA must receive comments on this airworthiness directive (AD) action by September 29, 2003.

### Affected ADs

(b) None.

### Applicability

(c) This AD is applicable to Rolls-Royce plc (RR) RB211-22B series, RB211-524B, -524C2, -524D4, -524G2, -524G3, and -524H series, and RB211-535C and -535E series turbofan engines with high pressure compressor (HPC) stage 3 disc assemblies, part numbers (P/Ns) LK46210, LK58278, LK67634, LK76036, UL11706, UL15358, UL22577, UL22578, and UL24738 installed. These engines are installed on, but not limited to, Boeing 747, Boeing 757, Boeing 767, Lockheed L-1011, and Tupolev Tu204 series airplanes.

### Unsafe Condition

(d) This AD was prompted by the manufacturer's reassessment of the corrosion risk on HPC stage 3 disc assemblies that have not been modified sufficiently with application of anti-corrosion protection. The actions specified in this AD are intended to prevent corrosion-induced uncontained disc failure, resulting in damage to the airplane.

### Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

### Removal of HPC Stage 3 Discs

(f) Remove from service affected HPC stage 3 disc assemblies identified in the following Table 1, using one of the following criteria:

TABLE 1.—AFFECTED HPC STAGE 3 DISC ASSEMBLIES

Engine model	Rework band for cycle life accumulated on disc assemblies P/Ns LK46210 and LK58278 (pre RR service bulletin (SB) No. RB.211-72-5420)	Rework band for cycle life accumulated on disc assembly P/N LK67634 (pre RR SB No. RB.211-72-5420)	Rework band for cycle life accumulated on P/Ns LK76036, UL11706, UL15358, UL22577, UL22578, and UL24738 disc assemblies (pre RR SB No. RB.211-72-9434)
-22B series .....	4,000-6,200	7,000-10,000	11,500-14,000
-535E4 series .....	N/A	N/A	9,000-15,000
-524B-02, B-B-02, B3-02, and B4 series, Pre and SB No. 72-7730 .....	4,000-6,000	7,000-9,000	11,500-14,000
-524B2 and C2 series, Pre SB No. 72-7730 .....	4,000-6,000	7,000-9,000	11,500-14,000
-524B2-B-19 and C2-B-19, SB No. 72-7730 .....	4,000-6,000	7,000-9,000	8,500-11,000
-524D4 series, Pre SB No. 72-7730 .....	4,000-6,000	7,000-9,000	11,500-14,000
-524D4-B series, SB No. 72-7730 .....	4,000-6,000	7,000-9,000	8,500-11,000
-524G2, G3, H, and H2 series .....	4,000-6,000	7,000-9,000	8,500-11,000

(1) For discs that entered into service before 1992, remove disc and rework as specified in paragraph (g)(2) of this AD, within five years from the effective date of this AD, but not to exceed the upper cyclic limit of Table 1 of this AD before rework. Discs reworked may not exceed the published cyclic limit in the manufacturer's Time Limits Manual.

(2) For discs that entered into service in 1992 or later, remove disc within the cyclic life rework bands in Table 1 of this AD, or within 17 years after the date of the disc

assembly entering into service, whichever is sooner, but not to exceed the upper cyclic limit of Table 1 of this AD before rework. Discs reworked may not exceed the published cyclic life in the manufacturer's Time Limits Manual.

(3) For disc assemblies that when new, were modified with an application of anti-corrosion protection and re-marked to P/N LK76036 (not previously machined) as specified by Part 1 of the original issue of RR service bulletin (SB) No. RB.211-72-5420, dated April 20, 1979, remove RB211-22B

disc assemblies before accumulating 10,000 cycles-in-service (CIS), and remove RB211-524 disc assemblies before accumulating 9,000 CIS.

(4) If the disc assembly date of entry into service cannot be determined, the date of disc manufacture may be obtained from RR and used instead.

### Optional Rework of HPC Stage 3 Discs

(g) Rework HPC stage 3 disc assemblies that were removed in paragraph (f) of this AD as follows: