

p.m., Monday through Friday, except Federal holidays. Comments may also be sent via the Internet using the following address: *9-ane-adcomment@faa.gov*. Comments sent via the Internet must contain the docket number in the subject line.

The service information referenced in the proposed rule may be obtained from Rolls-Royce plc, P.O. Box 31 Derby, DE24 8BJ, United Kingdom; telephone 011-44-1332-242424; fax 011-44-1332-249936. This information may be examined, 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:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this action may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this action must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 2001-NE-13-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRM's

Any person may obtain a copy of this NPRM by submitting a request to the FAA, New England Region, Office of the

Regional Counsel, Attention: Rules Docket No. 2001-NE-13-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add an airworthiness directive (AD), applicable to RB211-535E4 series turbofan engines, was published as a notice of proposed rulemaking (NPRM) in the **Federal Register** on February 26, 2002 (67 FR 8739). That NPRM would have required disassembling and inspecting all engine mounts for cracks, refurbishing the engine mounts, and replacing the front mount thrust link spherical bearing. That NPRM was prompted by reports of corrosion and fatigue cracks in the mount pins, the spherical bearings, and the support links and their respective spherical bearings. That condition, if not corrected, could result in failure of the engine mounts due to cracks that could result in loss of an engine.

Since that NPRM was issued, the FAA has become aware that the Civil Aviation Authority (CAA), which is the aviation authority for the U.K., has cancelled AD 004-08-2000, which addresses the subject of the NPRM, and that RR has downgraded the category of Service Bulletin (SB) RB.211-71-5291, Revision 14, dated March 13, 2001, which required compliance of that SB in the NPRM, to recommended. RR has since issued a mandatory SB RB.211-71-D437, Revision 1, dated February 28, 2003, which introduces a serialized, life-limited, spherical bearing for the engine front mount housing and link support assembly and introduced the inspection requirements of the engine front and rear mounts in the Time Limit Manual. Therefore, the compliance with the requirements of the SB RB.211-71-5291 is no longer required.

The CAA has also issued AD 005-04-2002, dated April 2002, to mandate compliance with the new requirements as per the RR Service Bulletin (SB) RB.211-71-D437, Revision 1, dated February 28, 2003.

Since this change expands the scope of the originally proposed rule, the FAA has determined that it is necessary to reopen the comment period to provide additional opportunity for public comment.

Manufacturer's Service Information

The FAA has reviewed and approved the technical contents of RR SB RB.211-71-D437, Revision 1, dated February 28, 2003, that introduces new production engine front mount housing and link support assemblies and describes

procedures for reworking existing engine front mount housing and link support assemblies by installing a new serialized bearing.

FAA's Determination of an Unsafe Condition and Proposed Actions

Since an unsafe condition has been identified that is likely to exist or develop on RR RB211-22B, RB211-524, and RB211-535 series turbofan engines installed on U.S. registered aircraft, the proposed AD would require the installation of a front engine mount housing and link support assembly that has a serialized, life limited spherical bearing installed, by either installing a new assembly or reworking the existing assembly. The actions must be done at the next Module 04 shop visit after the effective date of the AD but no later than April 1, 2011, in accordance with the MSB described previously.

Economic Analysis

There are approximately 2,214 RR RB211-22B, RB211-524, and RB211-535 series turbofan engines of the affected design in the worldwide fleet. The FAA estimates that about 620 RB211-535 engines, and about 45 RB211-524 and RB211-22B engines installed on airplanes of U.S. registry, would be affected by this proposed AD. The FAA also estimates that no additional labor costs would be incurred to perform the proposed actions. The FAA anticipates that the new hardware will be installed while the module is inducted into the shop for routine maintenance inspection before the compliance expiration date of this AD. The cost of a new serialized spherical bearing is approximately \$592 for RB211-535 engines, \$895 for RB211-524 engines, and \$1,990 for RB211-22B engines. Based on these figures, the total cost of the proposed AD to U.S. operators is estimated to be \$493,975.

Regulatory Analysis

This proposed rule does not have federalism implications, as defined in Executive Order 13132, because it 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. Accordingly, the FAA has not consulted with state authorities prior to publication of this proposed rule.

For the reasons discussed above, I certify that this 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