

# Rules and Regulations

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2001–NM–322–AD; Amendment 39–13221; AD 2003–14–02]

RIN 2120–AA64

#### Airworthiness Directives; Bombardier Model CL–600–2B19 (Regional Jet Series 100 & 440) Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects typographical errors that appeared in airworthiness directive (AD) 2003–14–02 that was published as a final rule; correction in the **Federal Register** on August 15, 2003 (68 FR 48783). The typographical errors resulted in an incorrect AD number and effective date. This AD is applicable to certain Bombardier Model CL–600–2B19 (Regional Jet series 100 & 440) airplanes. This AD requires a one-time inspection of the aft edge of the left and right main windshields to determine whether a certain placard is installed, and corrective actions if necessary.

**DATES:** Effective August 14, 2003.

#### FOR FURTHER INFORMATION CONTACT:

Serge Napoleon, Aerospace Engineer, Airframe and Propulsion Branch, ANE–171, FAA, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256–7512; fax (516) 568–2716.

#### SUPPLEMENTARY INFORMATION:

Airworthiness Directive (AD) 2003–14–02, amendment 39–13221, applicable to certain Bombardier Model CL–600–2B19 (Regional Jet series 100 & 440) airplanes, was published as a final rule; correction in the **Federal Register** on August 15, 2003 (68 FR 48783). That AD

requires a one-time inspection of the aft edge of the left and right main windshields to determine whether a certain placard is installed, and corrective actions if necessary.

As published, that final rule; correction incorrectly specified the AD number as “2003–14–02 R1” instead of “2003–14–02” and the effective date as “August 11, 2003” instead of “August 14, 2003.”

Since no other part of the regulatory information has been changed, the final rule is not being republished in the **Federal Register**.

The effective date of this AD remains August 14, 2003.

#### § 39.13 [Corrected]

■ On page 48783, in the third column, paragraph 2 of Part 39—Airworthiness Directives is corrected to read as follows:

\* \* \* \* \*

2. Section 39.13 is amended by correctly adding the following airworthiness directive (AD):

**AD 2003–14–02 Bombardier, Inc.** (Formerly Canadair): Amendment 39–13221. Docket 2001–NM–322–AD.

\* \* \* \* \*

■ On page 48784, in the second column, paragraph (e) of AD 2003–14–02 is corrected to read as follows:

\* \* \* \* \*

(e) The effective date of this amendment remains August 14, 2003.

\* \* \* \* \*

Issued in Renton, Washington, on September 11, 2003.

**Vi L. Lipski,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 03–23669 Filed 9–16–03; 8:45 am]

**BILLING CODE 4910–13–U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2003–NE–05–AD; Amendment 39–13309; AD 2003–19–06]

RIN 2120–AA64

#### Airworthiness Directives; Turbomeca S.A. Arrius 2 B1, 2 B1A, 2 B1A 1, and 2 K1 Turboshift Engines

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for Turbomeca S.A. Arrius 2 B1, 2 B1A, 2 B1A 1, and 2 K1 turboshaft engines. This AD requires replacement of the gas generator high pressure (HP) turbine disk before further flight after the engine has accumulated 5 minutes of operating time at the 2½ minute one engine inoperative (OEI) power rating. This amendment is prompted by a failure of an HP turbine blade during accelerated aging simulation tests performed by the manufacturer on an Arrius 2 B1A engine. We are issuing this AD to prevent engine failure of the only operating engine while experiencing an OEI condition.

**DATES:** This AD becomes effective October 22, 2003.

**ADDRESSES:** You may get the service information identified in this AD from Turbomeca S.A., 64511 Bordes Cedex, France; telephone 33 05 59 64 40 00, fax 33 05 59 64 60 80.

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.

#### 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 FAA proposed to amend 14 CFR part 39 with a proposed AD. The proposed AD applies to Turbomeca S.A. Arrius 2 B1, 2 B1A, 2 B1A 1, and 2 K1 turboshaft engines. We published the proposed AD in the **Federal Register** on May 20, 2003 (68 FR 27492). That action proposed to require replacement of the gas generator high pressure (HP) turbine disk before further flight after the engine has accumulated 5 minutes of operating time at the 2½ minute one engine inoperative (OEI) power rating.

#### Comments

We provided the public the opportunity to participate in the development of this AD. We received no