

–524G3–T, –524H, –524H–T, –524H2, and “524H2–T Series, and Models RB211 Trent 768–60, 772–60, and 772B–60 Turbofan Engines” is corrected to read “Airworthiness Directives; Rolls-Royce plc RB211–524G2, –524G2–T, –524G3, –524G3–T, –524H, –524H–T, –524H2, and “524H2–T Series Turbofan Engines”.

■ 2. In the second column of page 42242, the first sentence of the 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.” is corrected to read “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 turbofan engines with high pressure compressor (HPC) rotor stage 1 through stage 6 drums, part numbers (P/Ns) FK25502 and FW20195 installed.”

■ 3. In the third column of page 42242, the first sentence of the 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.” is corrected to read “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 turbofan engines with HPC stage 1 through stage 6 drums, P/Ns FK25502 and FW20195 installed.”

■ 4. In the first column of page 42243, the second sentence under FAA’s Determination and Requirements of This AD “Since an unsafe condition has been identified that is likely to exist or develop on other 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 of this same type design” is corrected to read “Since an unsafe condition has been identified that is likely to exist or develop on other Rolls-Royce plc RB211–524G2, –524G2–

T, –524G3, –524G3–T, –524H, –524H–T, –524H2, and “524H2–T series turbofan engines of this same type design,”

§ 39.13 [Corrected]

■ 5. On page 42243, in the third column, the first sentence in paragraph (c) is corrected to read as follows:

(c) This AD applies to Rolls-Royce plc RB211–524G2, –524G2–T, –524G3, –524G3–T, –524H, –524H–T, –524H2, and –524H2–T series turbofan engines with high pressure compressor (HPC) rotor stage 1 through stage 6 drums, part numbers (P/Ns) FK25502 and FW20195 installed. * * *

Issued in Burlington, MA, on September 19, 2003.

Francis A. Favara,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000–NM–408–AD; Amendment 39–13314; AD 2003–19–11]

RIN 2120–AA64

Airworthiness Directives; Learjet Model 60 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Learjet Model 60 airplanes, that currently requires inspection to detect bends in or damage to the fuel crossflow tube; inspection to determine clearance between the fuel crossflow tube and the flight control cables; and replacement or repair of the tube, if necessary. This amendment requires a review of airplane maintenance records or an inspection to determine if a fuel crossflow tube having a certain part number is installed; and follow-on/corrective actions, as applicable. This amendment also expands the applicability of the existing AD to include additional airplanes. The actions specified by this AD are intended to prevent chafing and consequent failure of the fuel crossflow tube due to inadequate clearance between the tube and the flight control cables, which could result in loss of fuel from one fuel tank during normal operating conditions or loss of fuel from both main fuel tanks during fuel cross-

feeding operations. This action is intended to address the identified unsafe condition.

DATES: Effective November 3, 2003.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 3, 2003.

ADDRESSES: The service information referenced in this AD may be obtained from Learjet, Inc., One Learjet Way, Wichita, Kansas 67209–2942. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Jeffrey Janusz, Aerospace Engineer, Systems and Propulsion Branch, ACE–116W, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946–4148; fax (316) 946–4407.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 95–14–09, amendment 39–9303 (60 FR 36984, July 19, 1995), which is applicable to certain Learjet Model 60 airplanes, was published in the **Federal Register** on June 18, 2003 (68 FR 36502). That action proposed to require inspection to detect bends in or damage to the fuel crossflow tube; inspection to determine clearance between the fuel crossflow tube and the flight control cables; and replacement or repair of the tube, if necessary. That action also proposed to require a review of airplane maintenance records or an inspection to determine if a fuel crossflow tube having a certain part number is installed; and follow-on/corrective actions, as applicable. That action also proposed to expand the applicability of the existing AD to include additional airplanes.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA’s determination of the cost to the public.