

reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

FAA’s Determination of the Effective Date

Since there are currently no domestic operators of this engine model, notice and opportunity for public comment before issuing this AD are unnecessary. Therefore, a situation exists that allows the immediate adoption of this regulation.

Changes to 14 CFR Part 39—Effect on the AD

On July 10, 2002, we issued a new version of 14 CFR part 39 (67 FR 47998, July 22, 2002), which governs our AD system. This regulation now includes material that relates to special flight permits, alternative methods of compliance, and altered products. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment; however, we invite you to submit any written relevant data, views, or arguments regarding this AD. Send your comments to an address listed under ADDRESSES. Include “AD Docket No. 2003–NE–36–AD” in the subject line of your comments. If you want us to acknowledge receipt of your mailed comments, send us a self-addressed, stamped postcard with the docket number written on it; we will date-stamp your postcard and mail it back to you. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of

the rule that might suggest a need to modify it. If a person contacts us verbally, and that contact relates to a substantive part of this AD, we will summarize the contact and place the summary in the docket. We will consider all comments received by the closing date and may amend the AD in light of those comments.

We are reviewing the writing style we currently use in regulatory documents. We are interested in your comments on whether the style of this document is clear, and your suggestions to improve the clarity of our communications with you. You may get more information about plain language at <http://www.faa.gov/language> and <http://www.plainlanguage.gov>.

Examining the AD Docket

You may examine the AD Docket (including any comments and service information), by appointment, between 8 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays. See ADDRESSES for the location.

Regulatory Findings

We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will 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 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. Will 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 AD 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–36–AD” in your request.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (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:

2003–21–11 Rolls-Royce plc: Amendment 39–13346. Docket No. 2003–NE–36–AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective November 10, 2003.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Rolls-Royce plc (RR) engines in the following Table 1, with the dedicated generator rotor assembly, part number (P/N) UL39102, adaptor casing P/N UL26756 or UL26729, on the high speed gearbox (HSGB), and bearings P/N UL21029 installed.

TABLE 1.—AFFECTED ENGINES AND COMPLIANCE TIMES

Engine model	Engine serial numbers	Comply after the effective date of this AD
RB211–524G2–19 .....	Before SN 13793 .....	Within 62 months.
RB211–524G2–T–19 .....	All SNs .....	Within 62 months.
RB211–524G3–19 .....	Before SN 13793 .....	Within 62 months.
RB211–524G3–T–19 .....	All SNs .....	Within 62 months.
RB211–524H2–19 .....	Before SN 13793 .....	Within 62 months.
RB211–524H2–T–19 .....	All SNs .....	Within 62 months.
RB211–524H–36 .....	Before SN 13472 .....	Within 16 months.
RB211–524H–T–36 .....	All SNs .....	Within 16 months.

These engines are installed on, but not limited to, Boeing 747 and 767 series airplanes.

Unsafe Condition

(d) This AD is prompted by several reports of dedicated generator rotor assembly bearing failures. We are issuing this AD to prevent

possible uncommanded engine acceleration with no reaction to throttle movement, which could result in uncontrollable asymmetric engine thrust levels during takeoff or climb.