

FAA's Determination and Requirements of the Proposed AD

These engine models, manufactured in the U.K., are type-certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Under this bilateral airworthiness agreement, the CAA has kept us informed of the situation described above. We have examined the CAA's findings, 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. Therefore, we are proposing this AD, which would require:

- Establishing new reduced IP compressor stage 5 disc cyclic limits.
- Removing from service affected discs that already exceed the new reduced cyclic limit.
- Removing other affected discs before exceeding their cyclic limits, using a drawdown schedule.
- Allowing optional inspections at each shop visit or a one-time on-wing ECI to extend the disc life beyond the specified life.

The proposed AD would require you to use the service information described previously to perform these actions.

Changes to 14 CFR Part 39—Effect on the Proposed AD

On July 10, 2002, we published a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs the FAA's AD system. This regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance. 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.

Costs of Compliance

There are about 939 RR RB211-524 series turbofan engines of the affected design in the worldwide fleet. We estimate that 35 engines installed on airplanes of U.S. registry would be affected by this proposed AD. We also estimate that it would take about 8 work hours per engine to perform an inspection, and 300 work hours per engine to replace an IP compressor stage 5 disc. The average labor rate is \$65 per work hour. Required parts would cost about \$49,000 per engine. Based on these figures, we estimate the total cost of the proposed AD to U.S. operators to be \$2,397,500.

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. 2002-NE-40-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. 2002-NE-40-AD.

Comments Due Date

(a) The FAA must receive comments on this airworthiness directive (AD) action by December 26, 2003.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Rolls-Royce plc RB211-524 series turbofan engines listed in the following Table 1, with intermediate pressure (IP) compressor stage 5 disc part numbers (P/Ns) listed in Table 2 of this AD, installed.

TABLE 1.—ENGINE MODELS AFFECTED

-524B-02 -524B2-19 -524D4-B-19 -524G2-19 -524H2-T-19	-524B-B-02 -524B2-B-19 -524D4X-19 -524G2-T-19 -524H-36	-524B3-02 -524C2-19 524D4X-B-19 -524G3-19 -524H-T-36	-524B4-02 -524C2-B-19 -524D4-39 -524G3-T-19	-524B4-D-02 -524D4-19 -524D4-B-39 -524H2-19
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These engines are installed on, but not limited to, Boeing 747, 767, and Lockheed L-1011 airplanes.

TABLE 2.—IP COMPRESSOR STAGE 5 DISC P/Ns AFFECTED

LK60130 LK83283 UL19132 UL36821 UL36981 UL37080	LK65932 UL12290 UL20785 UL36977 UL36982 UL37081	LK69021 UL15743 UL20832 UL36978 UL36983 UL37082	LK81269 UL15744 UL23291 UL36979 UL37078 UL37083	LK83282 UL15745 UL25011 UL36980 UL37079 UL37084
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