

up inspection. The commenter requests the 50-cycle allowance be incorporated into the AD.

The FAA agrees. The intent of the proposed AD is to follow the requirements of RRD SB No. Tay 72-1447, Revision 4, dated May 8, 2002. We have identified areas in Table 1 of the NPRM that need improvement. We have changed the wording in the fifth column of Table 1, item (1)(ii)(A), of this AD, to be less restrictive and to encompass the 50-cycle allowance specified in the SB, for Tay 650-15 engines.

Conclusion

We have carefully reviewed the available data, including the comments received, and determined that air safety and the public interest require adopting the AD with the changes described previously. We have determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

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 the FAA's AD system. That regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance. The material previously was included in each individual AD. Since the material is included in 14 CFR part 39, we will not include it in future AD actions.

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 this AD:

(1) Is not a "significant regulatory action" under Executive Order 12866;

(2) Is not a "significant rule" under 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. 98-ANE-68-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 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 removing Amendment 39-12497 (66 FR 56755, November 13, 2001) and by adding a new airworthiness directive, Amendment 39-13362, to read as follows:

2003-22-14 Rolls-Royce Deutschland Ltd & Co KG: Amendment 39-13362. Docket No. 98-ANE-68-AD. Supersedes AD 2001-22-18, Amendment 39-12497.

Effective Date

(a) This AD becomes effective December 18, 2003.

Affected ADs

(b) This AD supersedes AD 2001-22-18.

Applicability

(c) This AD applies to Rolls-Royce Deutschland Ltd & Co KG (RRD) (formerly Rolls-Royce plc) models Tay 650-15 turbofan engines with fan blades, part numbers (P/Ns) JR31911, JR31912, JR33865, JR33866, JR35120, or JR35121, installed in fan discs P/N JR31198A, and Tay 651-54 turbofan engines with fan blades P/Ns JR31911, JR31912, JR33865, or JR33866, installed in fan discs P/N JR34563A. These engines are installed on, but not limited to, Fokker Model F.28 Mark 0100, and Boeing 727-100 series airplanes modified in accordance with Supplemental Type Certificate (STC) SA8472SW (727-QF).

Unsafe Condition

(d) This AD is prompted by updated prohibited ranges of engine operation and the introduction of an N1 Alert System in Fokker Model F.28 Mark 0100 airplanes with Tay 650-15 engines installed. The actions specified in this AD are intended to prevent fan blade failures, which can result in an uncontained engine failure, engine fire, and damage to the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Record Operation in Prohibited Operating Ranges

(f) If an engine is operated inadvertently in reverse thrust within the prohibited ranges described in RRD Service Bulletin (SB) No. Tay 72-1447, Revision 4, dated May 8, 2002, paragraph 1.C., as applicable by engine model, then before further flight make an entry in the engine records that reflects that operation. If known, include the stabilized N1 speed in the engine records.

Inspections

(g) Perform initial and repetitive ultrasonic inspections (UI) of fan blades each time an engine is operated inadvertently in reverse thrust within the prohibited ranges described in RRD SB No. Tay 72-1447, Revision 4, dated May 8, 2002, paragraph 1.C., as specified in the following Table 1:

TABLE 1. INITIAL AND REPETITIVE INSPECTION CRITERIA

Airplane and engine model	N1 alert system status (installed per Fokker SB F100-31-060)	Was this a powerback event?	If inadvertent reverse thrust event was:	Then before next flight:
(1) Fokker 0100; Tay 650-15.	(i) Installed and operative.	(A) No (B) Yes	Between 57% and 75% N1 speed for 7.5 seconds or more. Between 57% and 75% N1 speed for 7.5 seconds or more.	Perform UI and if necessary, disposition parts in accordance with paragraphs 3. and 3.A. of RRD SB No. Tay 72-1447, Revision 4, dated May 8, 2002. Perform UI and if necessary, disposition parts in accordance with paragraphs 3. and 3.B. of RRD SB No. Tay 72-1447, Revision 4, dated May 8, 2002.