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Mark R. Schilling,

*Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-NE-03-AD; Amendment 39-11981; AD 2000-23-11]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce Spey 555-15, -15H, -15N, and -15P Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Rolls-Royce (RR) plc. Spey 555-15, -15H, -15N, and -15P turbofan engines, that requires modification of the low pressure (LP) turbine stage 2 nozzle guide vane (NGV) support ring seal assembly. This amendment is prompted by two instances of disk drive arm damage. In both cases, heavy damage to the stage 1 LP turbine-to-stage 2 LP turbine disk drive arm occurred as a result of an out-of-balance condition following the failure of a stage 2 LP turbine blade. The actions specified by this AD are intended to prevent damage to the disk drive arm which could result in loss of stage 1 LP turbine-to-stage 2 LP turbine disk drive, a turbine overspeed condition, and possible uncontained disk failure and damage to the airplane.

DATES: Effective date December 20, 2000. The incorporation by reference of certain publications listed in the rule is approved by the Director of the Federal Register as of December 20, 2000.

ADDRESSES: The service information referenced in this AD may be obtained from Rolls-Royce plc, PO Box 31, Derby, England, DE248BJ; telephone No. 011-44-1332-242-424; FAX No. 011-44-1332-245-418. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: James Lawrence, Aerospace Engineer,

Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone No. 781-238-7176; fax No. 781-238-7199.

SUPPLEMENTARY INFORMATION: A

proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to Rolls-Royce (RR) plc. Spey 555-15, -15H, -15N, and -15P turbofan engines was published in the *Federal Register* on July 7, 2000 (65 FR 41884). That action proposed to require modification of the low pressure (LP) turbine stage 2 nozzle guide vane (NGV) support ring seal assembly in accordance with Service Bulletin (SB) No. Sp 72-1063, dated May 1999.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Economic Impact

There are approximately 310 engines of the affected design in the worldwide fleet. The FAA estimates that 60 engines installed on aircraft of U.S. registry would be affected by this AD. It will take approximately 2.0 work hours per engine to accomplish the proposed actions. The average labor rate is \$60 per work hour. Since this action is a rework of existing parts, there is no required parts cost. Based on these figures, the FAA estimates the total cost impact of the proposed AD on U.S. operators to be \$7,200.

Regulatory Impact

This proposed rule does not have federalism implications, as defined in Executive Order No. 13132, because it 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. Accordingly, the FAA has not consulted with state authorities prior to publication of this proposed rule.

For the reasons discussed above, I certify that this action (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. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

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

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Code of Federal 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. Section 39.13 is amended by adding the following new airworthiness directive:

2000-23-11 Rolls-Royce: Amendment 39-11981. Docket 2000-NE-03-AD.

Applicability: Rolls-Royce (RR) plc. Spey 555-15, -15H, -15N, and -15P turbofan engines. These engines are installed on but not limited to Fokker F.28 Mark series airplanes.

Note 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent damage to the disk drive arm which could result in loss of stage 1 LP turbine-to-stage 2 LP turbine disk drive, a turbine overspeed condition and possible uncontained disk failure, and damage to the airplane, do the following:

Rework Instructions

(a) Within three years after the effective date of this AD, rework the low pressure (LP) turbine stage 2 nozzle guide vane (NGV) support ring seal assembly in accordance with paragraphs 2.A. through 2.C. of the Accomplishment Instructions of RR service

bulletin (SB) No. Sp 72-1063, dated May 1999.

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office (ECO). Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Special Flight Permits

(c) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(d) The rework shall be done in accordance with the following Rolls-Royce service bulletin: (SB) No. Sp 72-1063, dated May 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Rolls-Royce plc, PO Box 31, Derby, England, DE248BJ; telephone No. 011-44-1332-242-424; fax No. 011-44-1332-245-418. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

Effective Date of This AD

(e) This amendment becomes effective on December 20, 2000.

Issued in Burlington, Massachusetts, on November 6, 2000.

Donald Plouffe,

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

[FR Doc. 00-28960 Filed 11-14-00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-NM-104-AD; Amendment 39-11977; AD 2000-23-07]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A300, A300-600, and A310 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD),

applicable to certain Airbus Model A300 and all Model A300-600 and A310 series airplanes, that currently requires performing a pitch trim system test to detect any continuity defect in the autotrim function, and follow-on corrective actions, if necessary. This amendment requires repetitive inspections of the autotrim function to detect such defects, and corrective actions, if necessary. This amendment also expands the applicability to include additional airplanes. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent a sudden change in pitch due to an out-of-trim condition combined with an autopilot disconnect, which could result in reduced controllability of the airplane.

DATES: Effective December 20, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 20, 2000.

ADDRESSES: The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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 Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 2000-02-04, amendment 39-11522 (65 FR 3799, January 25, 2000), which is applicable to certain Airbus Model A300 and all Model A300-600 and A310 series airplanes, was published in the **Federal Register** on June 12, 2000 (65 FR 36801). The action proposed to supersede AD 2000-02-04 to continue to require performing a pitch trim system test to detect any continuity defect in the autotrim function, and follow-on corrective actions, if necessary. The action also proposed to require repetitive inspections of the autotrim function to detect such defects, and corrective actions, if necessary.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Request To Revise Applicability

The manufacturer, Airbus, requests that the applicability of the proposed AD be revised to exclude Model A300-600 series airplanes on which Airbus Modification 12277 has been accomplished during production. In addition, since the issuance of the proposed AD, the Direction Generale de l'Aviation Civile (DGAC), which is the airworthiness authority for France, issued French airworthiness directive 2000-115-304(B) R2, dated July 12, 2000, as revised by Erratum, dated August 9, 2000, to exclude those airplanes from the applicability. The FAA concurs with the commenter's request, and has revised the applicability of this final rule accordingly.

Request To Revise Reporting Requirement

The Air Transport Association (ATA) of America, on behalf of one of its members, requests that the reporting requirement specified in the proposed AD be revised to require that inspection findings be reported to Airbus on a monthly basis, rather than 10 days following each inspection. The commenter states that since any necessary corrective actions would occur immediately as a result of the inspection findings, monthly reporting would not affect the safe operation of the airplane. For certain airlines, monthly reporting would greatly simplify the administrative tasks associated with ongoing reporting.

The FAA concurs partially. The FAA agrees that corrective actions, if necessary, would be required prior to further flight; therefore, extension of the compliance time in question will not affect the safe operation of the airplane. However, the FAA considers that requiring report submittals on a monthly basis could lead to possible misinterpretation as to the specific deadline for submission of each report.

In light of this, the FAA has revised the final rule to require submission of each report within 30 days after accomplishing each inspection (for inspections accomplished after the effective date of this AD), or within 30 days after the effective date of the AD (for inspections accomplished prior to the effective date of this AD). Operators are provided with additional time to