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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2002-NE-42-AD; Amendment 39-13250; AD 2003-15-07]

RIN 2120-AA64

#### Airworthiness Directives; Honeywell International Inc. (Formerly AlliedSignal) Model RE220 (RJ) Auxiliary Power Units

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to Honeywell International Inc. (formerly AlliedSignal) model RE220 (RJ) auxiliary power units (APUs) part number (P/N) WE3800770-2. This amendment requires replacing the existing fuel nozzles with new design fuel nozzles, making reidentification updates to the APU identification plate, and operating the APU to perform a visual inspection for fuel leaks. This amendment is prompted by reports received by the FAA of cracks occurring in the existing APU fuel nozzles leading to fuel leaks. The actions specified by the AD are intended to prevent APU compartment fires and fuel vapor explosion.

**DATES:** Effective September 3, 2003.

**ADDRESSES:** Information regarding this action may be examined, by appointment, at the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA.

**FOR FURTHER INFORMATION CONTACT:** Roger Pesuit, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA

90712-4137; telephone (562) 627-5251, fax (562) 627-5210.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that is applicable to Honeywell International Inc. (formerly AlliedSignal) Model RE220 (RJ) auxiliary power units was published in the **Federal Register** on January 30, 2003. That action proposed to require replacing the existing fuel nozzles, P/N WE3830486-2, with new design fuel nozzles, P/N WE3830513-1, making reidentification updates to the APU identification plate, and operating the APU to perform a visual inspection for fuel leaks. The FAA also published a related AD, AD 2002-26-07, in the **Federal Register** on January 2, 2003, for Bombardier model CL-600-2C10 airplanes. That AD limits P/N WE3800770-2 APUs that have the old design fuel nozzles to ground operation only, until the new fuel nozzles are installed.

#### Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. One commenter approves of the proposal as written. No comments were received on the 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.

#### Regulatory Analysis

This final rule does not have federalism implications, as defined in Executive Order 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 final 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 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. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, 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 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. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

**2003-15-07 Honeywell International Inc. (formerly AlliedSignal):** Amendment 39-13250. Docket No. 2002-NE-42-AD.

#### Applicability

This airworthiness directive (AD) is applicable to Honeywell International Inc. (formerly AlliedSignal) model RE220 (RJ) auxiliary power units (APUs) part number (P/N) WE3800770-2. These APUs are installed on, but not limited to Bombardier model CL-600-2C10 airplanes.

**Note 1:** This AD applies to each APU 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 APUs 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 (e) 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

Compliance with this AD is required as indicated, unless already done.

To prevent APU compartment fires and fuel vapor explosion, do the following:

(a) Within six months after the effective date of this AD, replace APU fuel nozzles, P/N WE3830486-2, with new design fuel nozzles, P/N WE3830513-1. Information on fuel nozzle replacement can be found in Honeywell International Inc. alert service bulletin (ASB) RE220-49-A7714, dated November 4, 2002.

(b) Reidentify the APU as follows:

(1) Change the P/N from WE3800770-2 to WE3800770-3 on the identification plate, by removing the -2 and vibropeening or hand stamping a -3 in its place.

(2) Vibropeen or hand stamp the letter "C" after the serial number to show conversion.

(3) Vibropeen or hand stamp "Change Number 3" on the identification plate adjacent to the MOD RECORD.

(c) Start the APU and perform a visual fuel leak check after one minute of operation.

(d) After the effective date of this AD, do not install fuel nozzles P/N WE3830486-2 into any APU P/N WE3800770-3.

#### Alternative Methods of Compliance

(e) 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, Los Angeles Aircraft Certification Office (LAACO). Operators must submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, LAACO.

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

#### Special Flight Permits

(f) 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 airplane to a location where the requirements of this AD can be done.

#### Effective Date

(g) This amendment becomes effective on September 3, 2003.

Issued in Burlington, Massachusetts, on July 24, 2003.

**Francis A. Favara,**

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

[FR Doc. 03-19309 Filed 7-29-03; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2003-NE-03-AD; Amendment 39-13249; AD 2003-15-06]

RIN 2120-AA64

#### Airworthiness Directives; Rolls-Royce plc RB211 Trent 800 Series Turbofan Engines

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to Rolls-Royce plc (RR) RB211 Trent 875-17, Trent 877-17, Trent 884-17, Trent 892-17, Trent 892B-17, and Trent 895-17 turbofan engines with high pressure (HP) compressor rotor rear stage 5 and 6 discs and cone shafts, part numbers (P/Ns) FK25230 and FK27899 installed. This amendment requires removal from service of these HP compressor rotor rear stage 5 and 6 discs and cone shafts, before reaching newly reduced life limits. This amendment is prompted by three reports of crack indications in the stage 5 and stage 6 blade loading slots, found during engine overhaul. We are issuing this AD to prevent stage 5 and 6 disc crack initiation and propagation leading to uncontained disc failure and damage to the airplane.

**DATES:** Effective September 3, 2003.

**ADDRESSES:** The service information referenced in this AD may be obtained from Rolls Royce plc, P.O. Box 31, DERBY, DE24 8BJ, UK, telephone: 44 (0) 1332 242424; fax: 44 (0) 1332 249936. This information may be examined, by appointment, 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 (781) 238-7176; fax (781) 238-7199.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that is applicable to RR RB211 Trent 875-17, Trent 877-17, Trent 884-17, Trent 892-17, Trent 892B-17, and Trent 895-17 turbofan engines with HP compressor rotor rear

stage 5 and 6 discs and cone shafts, part numbers (P/Ns) FK25230 and FK27899 installed was published in the **Federal Register** on March 11, 2003. That action proposed to require removal from service of these HP compressor rotor rear stage 5 and 6 discs and cone shafts, before reaching newly reduced life limits. Information on the reduced life limits of these HP compressor rotors may be found in RR mandatory service bulletin (MSB) RB.211-72-E082, Revision 2, dated November 22, 2002.

#### 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 Include a Reference to RR Service Information

One commenter requests that a reference to RR MSB RB.211-72-E082, Revision 2, dated November 22, 2002, be included in the final rule. The commenter believes that the reference to the MSB is necessary for clarification and for traceability to the AD if future revisions to the MSB are issued.

The FAA agrees. The MSB reference is included in the Supplementary Information paragraph and in Compliance paragraph (a).

#### Request To Withdraw Unnecessary AD

One commenter states that the new life limit specified in the AD has already been included in the RB211 Trent Time Limits Manual (Chapter 5); therefore, the AD is unnecessary.

The FAA does not agree. Although the new life limits have been included in the RB211 Time Limits Manual, the reduced life limits are not enforceable unless mandated by an AD. Accordingly, the FAA will not change the AD based on this comment.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest the adoption of the rule with the change described previously. The FAA has determined that this change will neither increase the economic burden on any operator nor increase the scope of the AD.

#### Regulatory Analysis

This final rule does not have federalism implications, as defined in Executive Order 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