

subject to the requirements of this AD. For airplanes 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 (c) 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 failure of the elevator torque shaft, which could result in reduced controllability of the airplane, accomplish the following:

Inspection

(a) Within 60 days after the effective date of this AD: Perform a detailed visual inspection of the bearing housings of the elevator torque shaft assembly to detect discrepancies (including movement of the housings relative to the mounting structure), in accordance with the applicable service bulletin listed in the following table:

TABLE 1.—SERVICE BULLETINS

| For model— | Inspect in accordance with Short Brothers Service Bulletin— | Dated— |
|--|---|--------------|
| (1) SD3-60 Sherpa series airplanes | SD3-60 SHERPA-27-6 | May 22, 2001 |
| (2) SD3-Sherpa series airplanes | SD3 SHERPA-27-5 | May 22, 2001 |
| (3) SD3-60 series airplanes | SD360-27-31 | May 22, 2001 |
| (4) SD3-30 series airplanes | SD330-27-39 | May 22, 2001 |

Note 2: For the purposes of this AD, a detailed visual inspection is defined as: “An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required.”

Corrective Action

(b) If any discrepancy is found during the inspection required by paragraph (a) of this AD: Prior to further flight, replace any affected part with a new part, in accordance with the applicable service bulletin listed in Table 1 of this AD.

Note 3: The service bulletins listed in Table 1 of this AD recommend that operators submit a report of their inspection findings to the manufacturer. Although operators may submit such a report, this AD does not require it.

Alternative Methods of Compliance

(c) 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, International Branch, ANM-116, Transport Airplane Directorate, FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(d) Special flight permits may be issued in accordance with sections 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 accomplished.

Incorporation by Reference

(e) The actions shall be done in accordance with Short Brothers Service Bulletin SD3-60 SHERPA-27-6, dated May 22, 2001; Short Brothers Service Bulletin SD3-SHERPA-27-5, dated May 22, 2001; Short Brothers Service Bulletin SD360-27-31, dated May 22, 2001; or Short Brothers Service Bulletin SD330-27-39, dated May 22, 2001; as applicable. 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 Short Brothers, Airworthiness & Engineering Quality, P.O. Box 241, Airport Road, Belfast BT3 9DZ, Northern Ireland. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 5: The subject of this AD is addressed in British airworthiness directives 003-05-2001, 008-05-2001, 009-05-2001, and 007-05-2001.

Effective Date

(f) This amendment becomes effective on March 7, 2002.

Issued in Renton, Washington, on January 17, 2002.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 02-1820 Filed 1-30-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001-NM-200-AD; Amendment 39-12621; AD 2002-01-26]

RIN 2120-AA64

Airworthiness Directives; Israel Aircraft Industries, Ltd., Model 1124 and 1124A, and Model 1125 Westwind Astra Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Israel Aircraft Industries, Ltd., Model 1124 and 1124A, and certain Model 1125 Westwind Astra series airplanes, that requires a one-time inspection of the attachment bolts installed on the engine inlet cowl and aft nacelle attachment flanges to verify correct part numbers of the bolts, and replacement of any discrepant/incorrect bolt with a correct attachment bolt. The actions specified by this AD are intended to prevent failure of attachment bolts due to fatigue, which could result in separation of the engine inlet cowl and aft nacelle, and consequent damage to the horizontal or vertical stabilizer. This action is intended to address the identified unsafe condition.

DATES: Effective March 7, 2002.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 7, 2002.

ADDRESSES: The service information referenced in this AD may be obtained

from Galaxy Aerospace Corporation, One Galaxy Way, Fort Worth Alliance Airport, Fort Worth, Texas 76177. 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: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2125; fax (425) 227-1149.

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 all Israel Aircraft Industries, Ltd., Model 1124 and 1124A, and certain Model 1125 Westwind Astra series airplanes was published in the **Federal Register** on October 29, 2001 (66 FR 54465). That action proposed to require a one-time inspection of the attachment bolts installed on the engine inlet cowl and aft nacelle attachment flanges to verify correct part numbers of the bolts, and replacement of any discrepant/incorrect bolt with a correct attachment bolt.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

The FAA estimates that 299 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the inspection, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$17,940, or \$60 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted. The cost impact figures discussed in AD rulemaking actions represent only the time necessary to perform the specific actions actually required by the AD. These

figures typically do not include incidental costs, such as the time required to gain access and close up, planning time, or time necessitated by other administrative actions.

Regulatory Impact

The regulations adopted herein 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. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

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 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 the following new airworthiness directive:

2002-01-26 Israel Aircraft Industries, Ltd.:
Amendment 39-12621. Docket 2001-NM-200-AD.

Applicability: All Model 1124 and 1124A series airplanes, and Model 1125 Westwind Astra series airplanes having serial numbers 004 through 072 inclusive and 074 through 078 inclusive; certificated in any category.

Note 1: This AD applies to each airplane 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 airplanes 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 failure of attachment bolts due to fatigue, which could result in separation of the engine inlet cowl and aft nacelle, and consequent damage to the horizontal or vertical stabilizer, accomplish the following:

Inspection and Replacement, if Necessary

(a) Within 50 flight hours from the effective date of this AD, perform a one-time inspection of the bolts installed on the engine inlet cowl and aft nacelle attachment flanges to verify correct part numbers of the bolts. Before further flight, replace any discrepant bolts with the correct bolts, per 1124-Westwind (Israeli Aircraft Industries) Alert Service Bulletin 1124-54A-138, and Astra (Israeli Aircraft Industries) Alert Service Bulletin 1125-54A-247, both dated March 29, 2001; as applicable.

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, International Branch, ANM-116, Transport Airplane Directorate, FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

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 airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(d) The actions shall be done in accordance with 1124-Westwind (Israeli Aircraft Industries) Alert Service Bulletin 1124-54A-138, dated March 29, 2001; and Astra (Israeli Aircraft Industries) Alert Service Bulletin 1125-54A-247, dated March 29, 2001; as applicable. 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 Galaxy Aerospace Corporation, One Galaxy Way, Fort Worth Alliance Airport, Fort Worth, Texas 76177. Copies may be

inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in Israeli airworthiness directive 54-01-05-02, dated May 13, 2001.

Effective Date

(e) This amendment becomes effective on March 7, 2002.

Issued in Renton, Washington, on January 18, 2002.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 02-1964 Filed 1-30-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001-NE-02-AD; Amendment 39-12624; AD 2002-01-29]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce, plc. Models Tay 650-15 and 651-54 Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to Rolls-Royce, plc (RR) models Tay 650-15 and 651-54 turbofan engines. This action requires borescope inspection of the high pressure compressor (HPC) stage 12 disc assembly to detect damage caused by HPC outlet guide vane (OGV) retaining bolt failure, and replacement of unserviceable parts with serviceable parts. This action also requires as terminating action, the incorporation of a new design retention arrangement for the HPC OGV, to prevent HPC OGV retaining bolt failure. This amendment is prompted by service reports of cracked HPC stage 11/12 disc spacers. The actions specified in this AD are intended to prevent an uncontained failure of the HPC stage 11/12 disc spacer, which could result in damage to the airplane.

DATES: Effective February 15, 2002. The incorporation by reference of certain publications listed in the rule is approved by the Director of the Federal Register as of February 15, 2002.

Comments for inclusion in the Rules Docket must be received on or before April 1, 2002.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 2001-NE-02-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may be inspected at this location, by appointment, between 8 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays. Comments may also be sent via the Internet using the following address: "9-ane-adcomment@faa.gov". Comments sent via the Internet must contain the docket number in the subject line.

The service information referenced in this AD may be obtained from Rolls-Royce plc, PO Box 31 Derby, DE24 8BJ, United Kingdom; telephone 011-44-1332-242424; fax 011-44-1332-249936. This information may be examined at the FAA, by appointment, between 8 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays, 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.

FOR FURTHER INFORMATION CONTACT:

Keith Mead, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7744; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom (UK), recently notified the FAA that an unsafe condition may exist on RR models Tay 650-15 and 651-54 turbofan engines. The CAA advises that four cracked HPC stage 11/12 spacers have been found during engine overhaul. Investigation has concluded that the spacer cracking results from prior failures of the HPC OGV retaining bolts. The separated OGV bolt material is released into a cavity between the inner seal support assembly air seal and stage 12 rotor disc assembly, damaging the disc assembly, resulting in high stresses and cracking of the HPC stage 11/12 spacer. Loose object damage resulting from OGV retaining bolt material release is clearly visible during borescope inspection of the stage 12 rotor disc assembly rear face. Based on an engineering review, a redesign has been introduced to reduce the loading on the OGV retaining bolts, introduced by mandatory service bulletin (SB) Tay-

72-1498, which is terminating action for this AD.

Manufacturer's Service Information

Rolls-Royce, plc has issued mandatory SB's Tay-72-1483, Revision 2, dated October 20, 2000, Tay-72-1498, dated October 20, 2000, and Tay-72-1498, Revision 1, dated December 1, 2000, that specify procedures for:

- Initial and repetitive borescope inspections, based on bolt cyclic life exposure, of the stage 12 rotor disc assembly for damage due to failed HPC OGV retaining bolts and, if necessary, replacement with serviceable parts.
- Introduction of revised retaining and locking features for the HPC OGV and outer seal spacer, to eliminate stage 12 rotor disc assembly damage and stage 11/12 spacer cracking.

The CAA has classified SB's Tay-72-1483, Revision 2, dated October 20, 2000; and Tay-72-1498, Revision 1, dated December 1, 2000; as mandatory and issued AD 005-12-99, dated December 2, 1999; and AD 003-10-2000, dated December 1, 2000, in order to assure the airworthiness of these RR Tay engines in the UK.

Bilateral Airworthiness Agreement

These engines are manufactured in the UK, and are type certificated for operation in the United States under the provisions of § 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, 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 an Unsafe Condition and Required Actions

Since an unsafe condition has been identified that is likely to exist or develop on other RR models Tay 650-15 and 651-54 turbofan engines of the same type design, this AD is being issued to prevent an uncontained failure of the HPC stage 11/12 disc spacer, which could result in damage to the airplane. This AD requires:

- Initial and repetitive borescope inspections of the stage 12 rotor disc assembly for damage due to failed HPC OGV retaining bolts, and replacement with serviceable parts as required.
- Introduction of revised retaining and locking features for the HPC OGV and outer seal spacer, to eliminate stage 12 rotor disc assembly damage and stage