

provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes and 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 (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 undetected fires originating within the high speed gearbox (HSGB) from breaching the HSGB case, which could result in engine damage and increased difficulty in extinguishing a fire, and to prevent undetected low pressure (LP) compressor shaft location bearing failure, which could result in LP compressor and turbine shaft assembly failure, turbine overspeed, and possible uncontained engine failure, do the following:

Requirements for All Applicable Airplanes and Engines

(a) Incorporate the following service bulletins concurrently or before accomplishing the requirements of RR Mandatory Service Bulletin (MSB) RB.211-72-C963, dated December 4, 2001, or RR MSB RB.211-72-C863, dated February 15, 2002, whichever is applicable, as specified in paragraphs (b) through (d) of this AD:

(1) Install a new design engine front bearing housing assembly in accordance with RR SB RB.211-72-6149, Revision 9, dated November 24, 1999.

(2) Modify airplane instrument panels and consoles, necessary for compatibility with the installation of the engine turbine air temperature monitoring system, in accordance with Lockheed Martin SB 093-77-059, Revision 2, dated April 11, 2002.

(3) Install a revised gearbox breather assembly in accordance with RR SB RB.211-72-C178, Revision 1, dated March 9, 2001.

(4) Install overheat detectors in the gearbox breather duct assembly, in accordance with RR SB RB.211-77-C144, Revision 1, dated February 13, 2002.

(5) Modify airplane instrument panels and consoles and install engine failure indicators and LP compressor shaft extreme axial movement detector indicators, in accordance with Lockheed Martin SB 093-77-060, dated April 11, 2002.

RB211-524B-02 and RB211-524B-B-02 Engines

(b) Within three months after the effective date of this AD, for RB211-524B-02 and RB211-524B-B-02 engines, do the following:

(1) Install an LP compressor shaft extreme axial movement detector system in accordance with RR Mandatory Service Bulletin (MSB) RB.211-72-C963, dated December 4, 2001.

(2) Replace existing speed probe loom electrical support assembly, located on the

engine front bearing housing assembly, with speed probe loom electrical support assembly P/N FW15212, in accordance with 3.A. Accomplishment Instructions of RR MSB RB.211-71-E047, dated August 2, 2002.

RB211-22B-02 Engines

(c) Within three years after the effective date of this AD, for RB211-22B-02 engines, install an LP compressor shaft extreme axial movement detector system in accordance with RR MSB RB.211-72-C863, dated February 15, 2002.

RB211-524B3-02, RB211-524B4-02, and RB211-524B4-D-02 Engines

(d) Within four years after the effective date of this AD, for RB211-524B3-02, RB211-524B4-02, and RB211-524B4-D-02 engines, install an LP compressor shaft extreme axial movement detector system in accordance with RR MSB RB.211-72-C963, dated December 4, 2001.

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, Engine Certification Office (ECO) for engines or Manager, Atlanta Aircraft Certification Office (ACO) for airplanes. Operators must submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO, or Manager, ACO.

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

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.

Note 3: The subject of this AD is addressed in CAA airworthiness directive AD 006-12-2001, AD 003-08-2002, and AD 006-02-2002.

Issued in Burlington, Massachusetts, on March 4, 2003.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2003-NE-03-AD]

RIN 2120-AA64

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The Federal Aviation Administration (FAA) proposes to adopt a new airworthiness directive (AD) that is applicable to Rolls-Royce plc (RR) RB211 Trent 875, Trent 877, Trent 884, Trent 892, Trent 892B, and Trent 895 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 proposal would require removal from service of these HP compressor rotor rear stage 5 and 6 discs and cone shafts, before reaching newly reduced life limits. This proposal is prompted by three reports of crack indications in the stage 5 and stage 6 blade loading slots, found during engine overhaul. The actions specified by the proposed AD are intended to prevent crack initiation and propagation leading to uncontained disc failure and damage to the airplane.

DATES: Comments must be received by May 12, 2003.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 2003-NE-03-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.

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: