

(2) If the last fan disc inspection was an ultrasonic inspection performed using RRD SB No. SB-BR700-900229, Revision 3, dated July 12, 2001, Revision 4, dated December 20, 2001, or Revision 5, dated January 8, 2003, visually or ultrasonically inspect fan disc within 75 CSLI, in accordance with paragraphs A through F of the applicable Part 1 or Part 2 of the Accomplishment Instructions of RRD SB No. SB-BR700-900229, Revision 5, dated January 8, 2003.

(3) For engines that have not yet been inspected, visually or ultrasonically inspect fan disc within 25 flight cycles after the effective date of this AD, in accordance with paragraphs A through F of the applicable Part 1 or Part 2 of the Accomplishment Instructions of RRD SB No. SB-BR700-900229, Revision 5, dated January 8, 2003.

(4) If any cracks are found, remove disc from service and replace with a serviceable disc.

Engines With Fan Discs P/N BRR20791 Installed

(b) For BR700-710A1-10 engines with serial numbers (SNs) 11452 and lower, and BR700-710A2-20 engines with SNs 12352 and lower, with fan discs P/N BRR20791 installed, do the following:

(1) If the last fan disc inspection was a visual inspection performed using RRD SB No. SB-BR700-900229, Revision 3, dated July 12, 2001, Revision 4, dated December 20, 2001, or Revision 5, dated January 8, 2003, visually or ultrasonically inspect fan disc within 25 CSLI, in accordance with paragraphs A through F of the applicable Part 1 or Part 2 of the Accomplishment Instructions of RRD SB No. SB-BR700-900229, Revision 5, dated January 8, 2003.

(2) If the last fan disc inspection was an ultrasonic inspection performed using RRD SB No. SB-BR700-900229, Revision 3, dated July 12, 2001, Revision 4, dated December 20, 2001, or Revision 5, dated January 8, 2003, visually or ultrasonically inspect fan disc within 150 CSLI, in accordance with paragraphs A through F of the applicable Part 1 or Part 2 of the Accomplishment Instructions of RRD SB No. SB-BR700-900229, Revision 5, dated January 8, 2003.

(3) For engines that have not yet been inspected, visually or ultrasonically inspect fan disc within 25 flight cycles after the effective date of this AD, in accordance with paragraphs A through F of the applicable Part 1 or Part 2 of the Accomplishment Instructions of RRD SB No. SB-BR700-900229, Revision 5, dated January 8, 2003.

(4) If any cracks are found, remove disc from service and replace with a serviceable disc.

(c) For BR700-710A1-10 engines with SNs 11453 and higher, and BR700-710A2-20 engines with SNs 12353 and higher with fan discs P/N BRR20791 installed, do the following:

(1) Visually or ultrasonically inspect fan discs within 150 flight cycles-since-new (CSN), in accordance with paragraphs A through F of the applicable Part 1 or Part 2 of the Accomplishment Instructions of RRD SB No. SB-BR700-900229, Revision 5, dated January 8, 2003.

(2) For engines that have not yet been inspected, visually or ultrasonically inspect

fan disc within 25 flight cycles after the effective date of this AD, in accordance with paragraphs A through F of the applicable Part 1 or Part 2 of the Accomplishment Instructions of RRD SB No. SB-BR700-900229, Revision 5, dated January 8, 2003.

(3) If any cracks are found, remove disc from service and replace with a serviceable disc.

Repetitive Inspections

(d) Except for engines listed in paragraph (e) of this AD, perform repetitive inspections using the criteria in paragraphs (a) through (b)(4), and (f) of this AD.

(e) For BR700-710A1-10 engines with SNs 11453 and higher, and BR700-710A2-20 engines with SNs 12353 and higher with fan discs P/N BRR20791 installed, perform repetitive inspections using the criteria in paragraphs (c) through (c)(3), and (f) of this AD.

(f) For all discs, perform a visual and ultrasonic inspection before accumulating 500 CSN, in accordance with paragraphs A through F of the applicable Part 1 or Part 2 of the Accomplishment Instructions of RRD SB No. SB-BR700-900229, Revision 5, dated January 8, 2003.

(g) Thereafter, for all discs, perform a visual and an ultrasonic inspection before accumulating 500 cycles-since-the last visual and ultrasonic inspections.

Inspection Reporting Requirements

(g) Report defects in accordance with the applicable Part 1 or Part 2 of RRD SB No. SB-BR700-900229, Revision 5, dated January 8, 2003. Reporting requirements have been approved by the Office of Management and Budget (OMB) and assigned OMB control number 2120-0056.

Alternative Methods of Compliance

(h) 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 must 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

(i) 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.

Documents That Have Been Incorporated by Reference

(j) The inspection must be done in accordance with Rolls-Royce Deutschland Ltd & Co KG Service Bulletin No. SB-BR700-72-900229, Revision 5, dated January 8, 2003. 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 Deutschland Ltd & Co KG, Eschenweg 11, D-15827 DAHLEWITZ, Germany, telephone: International Access Code 011, Country Code 49, 33 7086-2935, fax: International Access Code 011, Country Code 49, 33 7086-3276. 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.

Note 3: The subject of this AD is addressed in LBA AD 2000-348, Revision 5, dated March 6, 2003.

Effective Date

(k) This amendment becomes effective on April 28, 2003.

Issued in Burlington, Massachusetts, on April 1, 2003.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 03-8327 Filed 4-10-03; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2002-14348; Airspace Docket No. 03-ACE-5]

Establishment of Class E Surface Area Airspace; and Modification of Class D Airspace; Topeka, Forbes Field, KS

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This document establishes a Class E surface area at Topeka, Forbes Field, KS for those times when the air traffic control tower (ATCT) is closed. It also modifies the Class D airspace at Topeka, Forbes Field, KS.

EFFECTIVE DATE: 0901 UTC, May 15, 2003.

FOR FURTHER INFORMATION CONTACT:

Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329-2525.

SUPPLEMENTARY INFORMATION:

History

On Monday, February 10, 2003, the FAA proposed to amend 14 CFR part 71 to establish a Class E surface area and to modify Class D airspace at Topeka, Forbes Field, KS (68 FR 6677). The proposal was to establish a Class E surface area at Topeka, Forbes Field, KS for those times when the air traffic