

required by paragraph (a)(1) of this AD, prior to further flight, replace the fuel pipes with new pipes, per BAE Systems (Operations) Limited Service Bulletin ATP-28-020, dated January 25, 2002. Before or upon the accumulation of 10,000 total flight hours or 12,000 total landings on the pipes, whichever occurs first, after the replacement required by this paragraph, replace the fuel pipes with new pipes. Thereafter, replace the fuel pipes at intervals not to exceed the accumulation of 10,000 total flight hours or 12,000 total landings on the pipes, whichever occurs first. Replacement of the fuel pipes with serviceable pipes instead of new pipes is acceptable for compliance with the requirements of this paragraph, provided that: The total number of flight hours or total number of landings on those pipes can be verified, they have not accumulated 10,000 or more total flight hours or 12,000 or more total landings at the time of installation, and they are replaced prior to the accumulation of 10,000 total flight hours or 12,000 total landings (on the pipes).

#### Alternative Methods of Compliance

(d) 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 3:** 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

(e) 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

(f) The actions must be done in accordance with BAE Systems (Operations) Limited Service Bulletin ATP-28-019, dated March 16, 2001; and BAE Systems (Operations) Limited Service Bulletin ATP-28-020, dated January 25, 2002. 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 British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171. 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 4:** The subject of this AD is addressed in British airworthiness directives 003-03-2001 and 008-01-2002.

#### Effective Date

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

Issued in Renton, Washington, on May 20, 2003.

**Ali Bahrami,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 03-13119 Filed 5-28-03; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2002-NM-28-AD; Amendment 39-13160; AD 2003-11-01]

**RIN 2120-AA64**

#### Airworthiness Directives; Boeing Model 747 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to all Boeing Model 747 series airplanes, that currently requires periodic inspections and cleaning of the drainage system cavity of the canted pressure deck, aft of the wing center section. This amendment adds new repetitive tests and inspections for discrepancies of the drainage system of the canted pressure deck; and corrective actions, if necessary. This amendment also terminates the requirements of the existing AD. The actions specified by this AD are intended to prevent ice accumulation on the lateral flight control cables and/or components due to water entering the wheel well of the landing gear and freezing, which could restrict or jam control cable movement, resulting in loss of controllability of the airplane. This action is intended to address the identified unsafe condition.

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

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 3, 2003.

**ADDRESSES:** The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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:** Rick Kawaguchi, Aerospace Engineer, Airframe Branch, ANM-120S, FAA,

Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 917-6434; fax (425) 917-6590.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 89-12-07, amendment 39-6232 (54 FR 24161, June 6, 1989), which is applicable to all Boeing Model 747 series airplanes, was published in the **Federal Register** on October 16, 2002 (67 FR 63856). The action proposed to continue to require periodic inspections and cleaning of the drainage system cavity of the canted pressure deck, aft of the wing center section. The new action proposed to add new repetitive tests and inspections for discrepancies of the drainage system of the canted pressure deck located in the wheel wells of the main landing gear of the left and right wings; and corrective actions, if necessary. The new action also proposed to terminate the requirements of the existing AD.

#### 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 Change Compliance Times

One commenter (the manufacturer) asks that the compliance times specified in paragraphs (b), (c), and (d) of the proposed AD be changed to allow a grace period for operators of new airplanes. The commenter states that the drain system is already open and clean when the airplane is delivered.

The FAA agrees with the commenter that the drain system should already be open and clean when the airplane is delivered. Therefore, paragraphs (b), (d), and (e) of this final rule (paragraphs (b), (c), and (d) of the proposed AD) have been changed to allow a grace period relative to the date of issuance of the original airworthiness certificate, or the date of issuance of the export certificate of airworthiness, whichever is first.

#### Request To Clarify Summary Section

The same commenter asks that the Summary section in the proposed AD be changed, for clarification, to limit the location specified to "the drainage system of the canted pressure deck" to allow operators some leeway when doing the maintenance tasks. The commenter states that the intent of the proposed AD is to keep the drain system open and clean, and the phrase "drainage system of the canted pressure deck" refers to a series of drains normally mounted to the canted