

overspeed, and possible uncontained engine failure.

**DATES:** Effective August 25, 2003. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 25, 2003.

**ADDRESSES:** The service information referenced in this AD may be obtained from Rolls-Royce plc, PO Box 31, Derby, England, DE248BJ; telephone: 011-44-1332-242-424; fax: 011-44-1332-245-418 and Lockheed Martin & Logistics Center, 120 Orion Street, Greenville, South Carolina 29605. 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, and Robert A. Bosak, Aerospace Engineer, Atlanta Aircraft Certification Office, One Crown Center, Suite 475, 1895 Phoenix Blvd., Atlanta, GA 39348, telephone: (770) 703-6094; fax: (770) 703-6097.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 2000-17-10 R1, Amendment 39-12378 (66 FR 44030 August 22, 2001), which is applicable to Lockheed Martin Models L-1011 airplanes and Rolls-Royce plc RB211 series turbofan engines was published in the **Federal Register** on March 11, 2003 (68 FR 11476). That action proposed to require:

- Modifications of the engine turbine cooling air panel at the flight engineer/second officer's console, pilot's caution and warning light panel on the main instrument panel.
- Installation of an engine turbine air temperature monitoring system.
- Installation of a revised engine front bearing housing assembly.
- Installation of speed probe loom electrical support assembly part number (P/N) FW15212, if applicable.
- Installation of an LP compressor shaft extreme axial movement detector system. The actions would be required to be done in accordance with RR service bulletin (SB) RB.211-72-6149, Revision 9, dated November 24, 1999, RR SB RB.211-72-C178, Revision 1, dated March 9, 2001, RR SB RB.211-77-

C144, Revision 1, dated February 13, 2002, RR mandatory service bulletin RB.211-71-E047, dated August 2, 2002, Lockheed Martin SB 093-77-059, Revision 2, dated April 11, 2002, and Lockheed Martin SB 093-77-060, dated April 11, 2002.

These actions must be done so that the installation of the HSGB overheat detector system and installation of the LP compressor shaft extreme axial movement detector system into the engine turbine cooling air overheat monitoring system are complete.

**Comments**

Interested persons have been afforded an opportunity to participate in the making of this amendment. The comments received are all from Lockheed Martin. Due consideration has been given to the comments received.

**Clarifications of Modification Description in the Summary**

Lockheed Martin requests that the second sentence of the proposal summary be changed to read "That AD currently requires modifications of the engine turbine cooling air overheat monitoring panel at the flight engineer/second officer's console, pilot's caution and warning light panel on the main instrument panel, and the installation of a high speed gearbox (HSGB) overheat detector system into the monitoring system for the engine turbine air temperature." The commenter states that this change clarifies that the modification adds the HSGB overheat detection system in series with the engine turbine cooling air overheat monitoring system. The sentence as-written in the proposal incorrectly states to require installation of an engine turbine air temperature monitoring system.

The FAA agrees and has changed the summary in the final rule accordingly.

Lockheed Martin also requests that the fourth sentence of the proposal summary be changed to read "Also, this proposal would require additional modifications to the engine turbine cooling air overheat monitoring panel at the flight engineer/second officer's console and the pilot's caution and warning light panel on the main instrument panel." The commenter states that this change clarifies which two panels are to be modified.

The FAA agrees and has changed the summary in the final rule accordingly.

**Clarification of Modification Description in the Discussion**

Lockheed Martin requests that the first sentence of the proposal discussion be changed to read "On August 15,

2001, the FAA issued airworthiness directive (AD) 2000-17-10 R1, Amendment 39-12378 (66 FR 44030 August 22, 2001), to require modifications of the engine turbine cooling air panel at the flight engineer/second officer's console, pilot's caution and warning light panel on the main instrument panel, and the installation of an HSGB overheat detector system into the engine turbine cooling air overheat monitoring system." The commenter states that this change clarifies that the modification adds the HSGB overheat detection system in series with the engine turbine cooling air overheat monitoring system. The sentence as-written in the proposal incorrectly states to require installation of an engine turbine air temperature monitoring system.

The FAA agrees and has changed the summary, which is where this information appears in the final rule, accordingly.

**Request To Delete Model RB211-524B-B-02 From Discussion and Applicability**

Lockheed Martin requests that model RB211-524B-B-02 engines be deleted from the proposal discussion and from the proposal applicability. The commenter states that model RB211-524B-B-02 engines are not FAA-approved for installation on Lockheed L-1011 model airplanes.

The FAA does not agree. The model RB211-524B-B-02 engine is not currently approved for installation in the Lockheed L-1011 model airplane. However, this model may be in service on other airplanes and therefore the requirements of paragraph (b) of this AD would also be applicable for those installations. Please note that the CAA ADs and the Rolls-Royce service bulletins referenced in this AD apply to the model RB211-524B-B-02 engine as well as those engine models installed on the Lockheed L-1011 model airplane. Based on this, no change is made to the final rule.

**Change Description of Method Used To Detect Pending Failure**

Lockheed Martin requests that the last sentence in the second paragraph of the proposal discussion be changed to read "The manufacturer states that the method used to detect pending failure of the LP compressor shaft location bearing is to monitor the airborne vibration monitoring system on the flight engineer/second officer's console." The commenter states that the engine vibration monitoring system successfully detected LP location bearing failures.