

probe loom electrical support assemblies P/N FW15212 installed on all three engines, at an estimated cost of \$588 per engine. Based on these figures, the total cost of the AD to U.S. operators is estimated to be \$19,996,560.

### Regulatory Analysis

This final rule does not have federalism implications, as defined in Executive Order 13132, because it would 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. Accordingly, the FAA has not consulted with state authorities prior to publication of this final rule.

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 the 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 by contacting 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 removing Amendment 39-12378, 66 FR

44030 August 22, 2001), and by adding a new airworthiness directive:

#### 2003-14-21 Lockheed Martin and Rolls-

**Royce plc:** Amendment 39-13240.

Docket No. 2000-NM-369-AD.

Supersedes AD 2000-17-10 R1,

Amendment 39-12378.

**Applicability:** This airworthiness directive (AD) is applicable to Lockheed Martin models L-1011-385-1, L-1011-385-1-14, L-1011-385-1-15, and L-1011-385-3 airplanes and Rolls-Royce plc (RR) RB211-22B-02, RB211-524B-02, RB211-524B-B-02, RB211-524B3-02, RB211-524B4-02, and RB211-524B4-D-02 series turbofan engines.

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

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

(4) Modify airplane instrument panels and consoles with the installation of the engine failure indicators, failure lenses, and marker, in accordance with Lockheed Martin SB 093-77-060, Revision 1, dated June 30, 2003.

#### 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 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 1:** 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 2:** The subject of this AD is addressed in CAA airworthiness directive AD 006-12-2001, AD 003-08-2002, and AD 006-02-2002.

#### Documents That Have Been Incorporated by Reference

(g) The actions in this AD must be done in accordance with the following Rolls-Royce plc service bulletins and Lockheed Martin service bulletin:

Document No.	Pages	Revision	Date
RB.211-72-6149 .....	All .....	9 .....	Nov. 24, 1999.
Total pages: 72			
RB.211-77-C144 .....	All .....	1 .....	Feb. 13, 2002.
Total pages: 57			
RB.211-72-C963 .....	All .....	Original .....	Dec. 4, 2001.
Total pages: 75			
RB.211-71-E047 .....	All .....	Original .....	Aug. 2, 2002.