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(j) This amendment becomes effective on August 25, 2003, to all persons except those persons to whom it was made immediately effective by Emergency AD 2003-14-51, issued July 2, 2003, which contained the requirements of this amendment.

Issued in Fort Worth, Texas, on July 29, 2003.

Scott A. Horn,

*Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001-NM-232-AD; Amendment 39-13259; AD 2003-16-06]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 747 Series Airplanes Equipped with General Electric CF6-45 or CF6-50 Series Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Boeing Model 747 series airplanes equipped with General Electric CF6-45 and CF6-50 series engines. This amendment requires an inspection to detect chafing of the fuel line or incorrect clearance between the fuel line and pneumatic duct insulation blanket; a fuel leak check and strut drain test; corrective action if necessary; replacement of the outboard strut fuel line coupling O-rings and retaining rings with new parts; replacement of the pneumatic duct boot with a new part; and, for certain airplanes, installation of a flame arrestor and drain line entry screens. The actions specified by this AD are intended to prevent leaking fuel line couplings, chafed fuel lines, restricted or clogged strut drain lines, migrating fluids or vapors toward ignition sources, and flashback of external flame into the strut; these conditions could result in an

uncontained engine strut fire. This action is intended to address the identified unsafe condition.

DATES: Effective September 12, 2003. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 12, 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: Dan Kinney, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 917-6499; fax (425) 917-6590.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to all Boeing Model 747 series airplanes equipped with General Electric CF6-45 and CF6-50 series engines was published in the **Federal Register** on January 29, 2003 (68 FR 4398). That action proposed to require an inspection to detect chafing of the fuel line or incorrect clearance between the fuel line and pneumatic duct insulation blanket; a fuel leak check and strut drain test; corrective action if necessary; replacement of the outboard strut fuel line coupling O-rings and retaining rings with new parts; replacement of the pneumatic duct boot with a new part; and, for certain airplanes, installation of a flame arrestor and drain line entry screens.

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 Correct Service Bulletin Citations

Two commenters state that there are typographical errors in two of the service bulletin citations specified in the section in the preamble titled "Explanation of Relevant Service Information." The first commenter states that the reference to Boeing Service Bulletin 747-28-2155 should be

747-71-2155. The second commenter states that the reference to Boeing Service Bulletin 747-36-2122 should be 747-54-2122. While the FAA agrees with these corrections and acknowledges that the service bulletin citations were incorrect in the proposed AD, that section of the preamble is not restated in the final rule.

Request To Clarify Certain Paragraphs

One commenter asks that paragraph (e) of the proposed AD be changed, for clarification, to add that the fiberglass fabric pneumatic duct boot is replaced with a new, NOMEX fabric duct boot. We agree and have added the language requested by the commenter to paragraph (e) of this final rule.

The same commenter asks that paragraphs (b) and (f) of the proposed AD be changed, for clarification, to add the term "outboard" to define which strut is affected by those paragraphs. We agree and have added the term requested by the commenter to paragraphs (b) and (f) of this final rule.

Replace Pneumatic Boot Only if Damage Found

One commenter states that it performs the repetitive detailed visual inspections of the pneumatic duct boot at every 1C-check, with replacement of the duct boot if it is damaged. The commenter asks that it be allowed to continue to perform the inspections at every 1C-check, and replace the duct boot only if damaged, instead of replacing the duct boot at the time specified in paragraph (e) of the proposed AD. The commenter asks that its program be included as an alternative method of compliance (AMOC) to the proposed AD, if possible.

We do not agree with the commenter. Early replacement of the original boot configuration with a NOMEX boot is critical to having a reliable seal in place. The flight-hour intervals used for maintenance checks may not ensure replacement of the original boot within 12 months. However, if maintenance records indicate that the original boot has been replaced with the new NOMEX fabric part, it is not necessary to repeat that action. Paragraph (e)(2) of this final rule is a continuing requirement which specifies that whenever a damaged boot of the original boot configuration is found it must be replaced before further flight, or within 5 days following detection if there are no leaks. The commenter may submit substantiating data that support a request for an AMOC per paragraph (i) of this AD. No change to the final rule is necessary in this regard.