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1, 2, 5	05	February 13, 1998
3, 4	04	October 10, 1997
7, 8	03	May 14, 1997
6	Original	April 20, 1995

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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. 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 French airworthiness directive 2001-303(B), dated July 25, 2001.

Effective Date

(i) This amendment becomes effective on September 22, 2003.

Issued in Renton, Washington, on August 6, 2003.

Neil D. Schalekamp,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001-NM-228-AD; Amendment 39-13265; AD 2003-16-12]

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 certain Boeing Model 747 series airplanes, that currently requires inspections to detect cracking of the front spar web of the wing, and corrective action if necessary. This amendment adds one airplane to the applicability, changes certain compliance times, adds certain new requirements, and provides an optional modification. This action is necessary to detect and correct fatigue cracking of the front spar web, which could result in fuel leaking onto an engine and a consequent fire. This action is intended

to address the identified unsafe condition.

DATES: Effective September 22, 2003.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 22, 2003.

The incorporation by reference of Boeing Alert Service Bulletin 747-57A2311, dated January 27, 2000, as listed in the regulations, was approved previously by the Director of the Federal Register as of January 30, 2001 (65 FR 81331, December 26, 2000).

ADDRESSES: The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, PO Box 3707, Seattle, Washington 98124-2207. This information may be examined 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.

FOR FURTHER INFORMATION CONTACT: Tamara Anderson, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 917-6421; fax (425) 917-6590.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 2000-25-12, amendment 39-12047 (65 FR 81331, December 26, 2000), which is applicable to certain Boeing Model 747 series airplanes, was published in the **Federal Register** on March 4, 2003 (68 FR 10185). The action proposed to continue to require inspections to detect cracking of the front spar web of the wing, and corrective action if necessary. That action also proposed to add one airplane to the applicability, change certain compliance times, add certain new requirements, and proposed an optional modification.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Change to Final Rule

After reviewing paragraph (g) of the proposed AD, the FAA finds it necessary to clarify the applicability specified for the post-modification inspections. Paragraph (g) states, "For airplanes on which the actions specified in paragraph (b) or (f) of this AD have

been done before the effective date of this AD: In lieu of the inspections * * * We inadvertently included "before the effective date of this AD;" however, paragraph (g) is an option for airplanes on which paragraph (b) or (f) has been done either before or after the effective date of the AD. Therefore, we have changed paragraph (g) of this final rule for clarification.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule with the change previously described. This change will neither increase the economic burden on any operator nor increase the scope of the AD.

Changes to 14 CFR Part 39/Effect on the AD

On July 10, 2002, the FAA issued a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs the FAA's airworthiness directives system. The regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance. However, for clarity and consistency in this final rule, we have retained the language of the NPRM regarding that material.

Change to Labor Rate Estimate

We have reviewed the figures we have used over the past several years to calculate AD costs to operators. To account for various inflationary costs in the airline industry, we find it necessary to increase the labor rate used in these calculations from \$60 per work hour to \$65 per work hour. The cost impact information, below, reflects this increase in the specified hourly labor rate.

Cost Impact

There are approximately 479 airplanes of the affected design in the worldwide fleet. The FAA estimates that 97 airplanes of U.S. registry will be affected by this AD.

The external inspections that are currently required by AD 2000-25-12 take approximately 48 work hours per airplane to accomplish, at an average labor rate of \$65 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$3,120 per airplane, per inspection cycle.

The new inspections that are required by this new AD will take approximately 74 work hours per airplane to accomplish, at an average labor rate of \$65 per work hour. Based on these figures, the cost impact of the new