

Boeing Service Bulletin 747-57A2311, Revision 2, dated February 21, 2002. Do the inspections at the applicable initial inspection threshold times specified in Figure 1, Tables 1 through 8 inclusive, of the service bulletin. Repeat the applicable inspection thereafter at the applicable repeat inspection interval specified in Figure 1, Tables 1 through 8 inclusive, of the service bulletin. Accomplishment of the inspections required by this paragraph terminates the repetitive inspections required by paragraph (a) of this AD.

Optional Modification

(f) Accomplishment of the optional modification of the front spar web of the wing (includes removing the existing fasteners and doing an open hole, rotating probe HFEC inspection of the holes for web cracks; and if no cracks are found, oversizing the holes, and installing tension type fasteners), in accordance with Part 2 of the Accomplishment Instructions of Boeing Alert Service Bulletin 747-57A2311, Revision 1, including Appendices A and B, dated June 14, 2001; or Boeing Service Bulletin, Revision 2, dated February 21, 2002; terminates the repetitive inspections required by paragraph (e) of this AD.

Post-Modification Inspections

(g) For airplanes on which the actions specified in paragraph (b) or (f) of this AD have been done: In lieu of the inspections required by paragraph (b) or (e) of this AD, as applicable, do the applicable post-modification inspection specified in Part 1 of the Accomplishment Instructions of Boeing Alert Service Bulletin 747-57A2311, Revision 1, including Appendices A and B, dated June 14, 2001; or Boeing Service Bulletin 747-57A2311, Revision 2, dated February 21, 2002; at the post-modification inspection threshold times specified in Figure 1, Tables 1 through 8 inclusive, of the service bulletin. Repeat the applicable inspection thereafter at the applicable post-modification repeat inspection interval specified in Figure 1, Tables 1 through 8 inclusive, of the service bulletin.

Alternative Methods of Compliance

(h)(1) 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, Seattle ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

(2) Alternative methods of compliance, approved previously in accordance with AD 2000-25-12, amendment 39-12047, are approved as alternative methods of compliance with paragraph (c) of this AD.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(i) 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

(j) Unless otherwise specified in this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 747-57A2311, dated January 27, 2000; and Boeing Alert Service Bulletin 747-57A2311, Revision 1, including Appendices A and B, dated June 14, 2001; or Boeing Service Bulletin 747-57A2311, Revision 2, dated February 21, 2002; as applicable.

(1) The incorporation by reference of Boeing Alert Service Bulletin 747-57A2311, Revision 1, including Appendices A and B, dated June 14, 2001; and Boeing Service Bulletin 747-57A2311, Revision 2, dated February 21, 2002; is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

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

(3) Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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.

Effective Date

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

Issued in Renton, Washington, on August 7, 2003.

Neil D. Schalekamp,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-20714 Filed 8-15-03; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2003-NE-08-AD; Amendment 39-13271; AD 2003-16-18]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce plc RB211 Trent 800 Series Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) that applies to Rolls-Royce plc (RR) RB211 Trent 875-17, Trent 877-17, Trent 884-17, Trent 892-17, Trent 892B-17, and Trent 895-17 turbofan engines with

intermediate pressure (IP) turbine discs, part numbers (P/Ns) FK21117 and FK33083 installed. This AD requires removal from service of these IP turbine discs based on newly established reduced turbine disc life limits. This AD is prompted by reports of two IP turbine blade release incidents as a result of dust caps separating from the blades and subsequent improved modeling analysis. We are issuing this AD to prevent uncontained IP turbine disc failure and damage to the airplane.

DATES: This AD becomes effective September 22, 2003.

ADDRESSES: You may get the service information identified in this AD from Rolls-Royce plc, P.O. Box 31 Derby, DE24 8BJ, United Kingdom; telephone 011-44-1332-242424; fax 011-44-1332-249936.

You may examine the AD docket at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA. You may examine the service information, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA.

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.

SUPPLEMENTARY INFORMATION: The FAA proposed to amend 14 CFR part 39 with a proposed airworthiness directive (AD). The proposed AD applies to RR RB211 Trent 875-17, Trent 877-17, Trent 884-17, Trent 892-17, Trent 892B-17, and Trent 895-17 turbofan engines with IP turbine discs, P/Ns FK21117 and FK33083 installed. We published the proposed AD in the **Federal Register** on May 7, 2003 (68 FR 24383). That action proposed to require removal from service of these IP turbine discs based on newly established reduced turbine disc life limits. Information on the reduced life limits may be found in Rolls-Royce Mandatory Service Bulletin (MSB) RB.211-72-E058, dated January 14, 2003.

Comments

We provided the public the opportunity to participate in the development of this AD. We have considered the comments received.

Request To Include a Reference to RR Service Information

One commenter requests that a reference to RR MSB RB.211-72-E058, dated January 14, 2003, be included in the final rule. The commenter believes