

Authority: 49 U.S.C. 106(g), 40113, 44701.

**§ 39.13 [Amended]**

2. Section 39.13 is amended by adding the following new airworthiness directive:

**Boeing:** Docket 2002–NM–288–AD.

*Applicability:* Model 747–400F series airplanes, having line numbers 968 through 1286 inclusive, certificated in any category.

*Compliance:* Required as indicated, unless accomplished previously.

To detect and correct fatigue cracks in the fuselage skin and frame shear tie assemblies, which could propagate and result in possible in-flight decompression of the airplane, accomplish the following:

**Service Bulletin Reference**

(a) The term “service bulletin,” as used in this AD, means the Accomplishment Instructions of Boeing Special Attention Service Bulletin 747–53–2480, dated March 28, 2002.

**Compliance Time**

(b) At the later compliance time specified in paragraphs (b)(1) and (b)(2) of this AD, do the inspections specified in paragraph (c) of this AD.

(1) Within 6,000 flight cycles after the date of issuance of the original Airworthiness Certificate or date of issuance of the Export Certificate of Airworthiness, whichever comes first.

(2) Within 3,000 flight cycles after the effective date of this AD.

**Repetitive Inspections**

(c) Perform both inspections of the external fuselage skin as shown in Table 1 of this AD, per the service bulletin. Repeat the inspections thereafter at intervals not to exceed 3,000 flight cycles.

**TABLE 1.—INSPECTION REQUIREMENTS**

Type of inspection	Area to inspect
(1) Detailed ....	Inspect the skin surface for cracks initiating from the shear tie fasteners (14 locations on each side) common to the body station 800 frame between stringers S–13 and S–15 on both the left and right sides of the airplane.
(2) General .....	Inspect the skin surface at all fastener locations for cracks between body stations 780 to 800 and stringers S–13 through S–15 on both the left and right sides of the airplane.

**Note 1:** For the purposes of this AD, a detailed inspection is defined as: “An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by

the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required.”

**Note 2:** For the purposes of this AD, a general visual inspection is defined as: “A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.”

**Crack Findings: Inspections and Repair**

(d) If any crack is found during any inspection required by paragraph (c) of this AD, before further flight, do the actions specified in paragraphs (d)(1) and (d)(2) of this AD.

(1) Perform inspections of the affected area to determine the extent of the crack using the following applicable inspection methods, per the service bulletin: detailed inspection; open-hole high frequency eddy current (HFEC) inspection; surface HFEC inspection; and dye penetrant inspection.

(2) Repair any crack per the service bulletin. Where the service bulletin specifies contacting Boeing for an alternate repair method: Before further flight, repair per a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, or per data meeting the type certification basis of the airplane approved by a Boeing Company DER who has been authorized by the Manager, Seattle ACO, to make such findings.

**Terminating Action for Repaired Area**

(e) Accomplishment of the repair per paragraph (d)(2) of this AD ends the repetitive inspection requirements of paragraph (c) of this AD for that repaired area only.

**Alternative Methods of Compliance**

(f) In accordance with 14 CFR 39.19, the Manager, ACO, FAA, is authorized to approve alternative methods of compliance (AMOCs) for this AD.

Issued in Renton, Washington, on November 20, 2003.

**Kalene C. Yanamura,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 03–29572 Filed 11–25–03; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 86–ANE–12–AD]

RIN 2120–AA64

**Airworthiness Directives; General Electric CF6–80C2 Series Turbofan Engines**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Proposed rule; withdrawal.

**SUMMARY:** This action withdraws a notice of proposed rulemaking (NPRM) that proposed a new airworthiness directive (AD), applicable to General Electric (GE) CF6–80C2 series turbofan engines. That action would have required imposing a life limit on certain forward engine mount thrust links. Since that NPRM was issued, the FAA has determined that the affected parts are no longer eligible for installation, and therefore, the unsafe condition is not likely to exist or develop on other products of the same type design. Accordingly, the proposed rule is withdrawn.

**FOR FURTHER INFORMATION CONTACT:**

Karen Curtis, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238–7192; fax (781) 238–7199.

**SUPPLEMENTARY INFORMATION:**

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add a new airworthiness directive (AD), applicable to GE CF6–80C2 series turbofan engines, was published in the **Federal Register** on July 11, 1986 (51 FR 25208). The proposed rule would have required imposing a life limit on certain forward engine mount thrust links. The forward engine mount frame thrust links, part numbers (P/Ns) 9383M45G01 and 9383M45G02, and the forward engine mount platform thrust links, P/Ns 9383M45G03 and 9383M45G04, would have been life-limited to 5,000 cycles-since-new (CSN). That action was prompted by the results of low-cycle-fatigue test results that determined certain forward engine mount frame and platform thrust links had a finite low-cycle-fatigue life limit. GE Service Bulletin (SB) 72–022, dated April 26, 1988, introduced a redesigned forward engine thrust mount system. The proposed actions were intended to prevent fracture of forward mount thrust links, which could result in the mount’s inability to carry design loads.

Since that NPRM was issued, the FAA has determined that all affected engines are in compliance with the proposed AD by having complied with GE SB 72-022, dated April 26, 1989. The SB was issued as a Category 3, Campaign Change, and GE recommended that this SB be done at the next shop visit. In addition, the FAA has determined that the affected parts are no longer eligible for installation, and therefore, the unsafe condition is not likely to exist or develop on other products of the same type design. Accordingly, the proposed rule is withdrawn.

Withdrawal of this notice of proposed rulemaking applies only to the NRPM, and does not prevent us from issuing another notice in the future, nor does it commit us to any course of action in the future.

This action is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979) because it only withdraws a notice of proposed rulemaking, and it is neither a proposed nor a final rule.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

#### The Withdrawal

The notice of proposed rulemaking, Docket No. 86-ANE-12-AD, published in the **Federal Register** on July 11, 1986 (51 FR 25208), is withdrawn.

Issued in Burlington, Massachusetts, on November 20, 2003.

**Francis A. Favara,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 03-29571 Filed 11-25-03; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2003-16207; Airspace Docket No. 03-ANM-10]

#### Proposed Revision of Class E Airspace: Polson, MT

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This proposal would revise Class E airspace at Polson Airport, Polson, MT. The establishment of Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAP) makes this

proposal necessary. Class E airspace extending upward from 700 feet or more above the surface of the earth currently exists in support of Instrument Flight Rules (IFR) operations. This additional Class E airspace extending upward from 700 feet or more above the surface of the earth is necessary for the safety of IFR aircraft executing new RNAV (GPS) SIAPs at Polson Airport. Controlled airspace is developed where there is a requirement for IFR services, which includes transitioning to/from the terminal or en route environment at Polson Airport, Polson, MT.

**DATES:** Comments must be received by January 12, 2004.

**ADDRESSES:** Send comments on this proposal to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number, FAA-2003-16207 Airspace Docket No. 03-ANM-10, at the beginning of your comments. You may also submit comments on the Internet at <http://dms.dot.gov>. You may review the public docket containing the proposal, any comments received, and any final dispositions in person in the Docket Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone number 1 (800) 647-5527) is on the plaza level of the Department of Transportation NASSIF Building at the above address.

An informed docket may also be examined during normal business hours at the Office of the Regional Air Traffic Division, Northwest Mountain Region, Federal Aviation Administration, Airspace Branch ANM-520, 1601 Lind Avenue, SW., Renton, WA 98055.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify Docket No. FAA-2003-16207, Airspace Docket 03-ANM-10, and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit, with those

comments, a self-addressed stamped postcard on which the following statement is made: "Comments to Docket No. FAA-2003-16207; Airspace Docket No. 03-ANM-10". The postcard will be date/time stamped and returned to the commenter.

#### Availability of NPRM

An electronic copy of this document may be downloaded through the Internet at <http://dms.dot.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web page at <http://www.faa.gov> or the Superintendent of Document's Web page at <http://www.access.gpo.gov/nara>.

Additionally, any person may obtain a copy of this notice by submitting a request to the Federal Aviation Administration, 1601 Lind Avenue, SW., Renton, WA, 98055. Communications must identify both document numbers for this notice. Persons interested in being placed on a mailing list for future NPRMs should contact the FAA's Office of Rulemaking, (202) 267-9677, to request a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedures.

#### The Proposal

This action amends title 14 Code of Federal Regulations, part 71 (14 CFR part 71) by revising Class E airspace at Polson Airport, Polson, MT. The establishment of new RNAV (GPS) SIAPs at the Polson Airport makes this proposal necessary. Establishing Class E airspace extending upward from 700 feet or more above the surface of the earth is necessary to provide adequate controlled airspace for the safety of IFR RNAV operations at Polson Airport. Controlled airspace is developed where there is a requirement for IFR services, which includes transitioning to/from the terminal or en route environment at Polson Airport, Polson, MT.

Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9L dated September 16, 2003, and effective September 15, 2004, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in this Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation—(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not