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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001-NM-161-AD; Amendment 39-13430; AD 2004-01-16]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Model MD-11 and -11F Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects an error that appeared in airworthiness directive (AD) 2004-01-16 that was published in the **Federal Register** on January 20, 2004 (69 FR 2659). The error resulted in the omission of the phrase "as applicable." This AD is applicable to certain McDonnell Douglas Model MD-11 and -11F airplanes. This AD requires revising the wire connection stackups for the terminal strip of the generator feeder tail compartment of the auxiliary power unit (APU), and removing a nameplate, as applicable. For certain airplanes, this AD also requires replacing the terminal strips and revising the terminal hardware stackup for the feeder of the center cargo loading system.

DATES: Effective February 24, 2004.

FOR FURTHER INFORMATION CONTACT:

Brett Portwood, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5350; fax (562) 627-5210.

SUPPLEMENTARY INFORMATION:

Airworthiness Directive (AD) 2004-01-16, amendment 39-13430, applicable to certain McDonnell Douglas Model MD-11 and -11F airplanes, was published in the **Federal Register** on January 20, 2004 (69 FR 2659). That AD requires revising the wire connection stackups for the terminal strip of the generator feeder tail compartment of the auxiliary power unit (APU), and removing a nameplate, as applicable. For certain airplanes, that AD also requires replacing the terminal strips and

revising the terminal hardware stackup for the feeder of the center cargo loading system.

As published, the phrase "as applicable" was inadvertently omitted from paragraph (a)(2) of AD 2004-01-16. As specified in the referenced service bulletin (McDonnell Douglas Alert Service Bulletin MD11-24A173, Revision 02, dated May 2, 2002), the inspection area is defined as follows:

1. For Group 1 airplanes: The aft cargo compartment; and

2. For Group 2 airplanes: Both the aft and center cargo compartments.

Without the phrasing "as applicable," operators of Group 1 airplanes may misinterpret that both the aft and center cargo compartments must be inspected.

Since no other part of the regulatory information has been changed, the final rule is not being republished in the **Federal Register**.

The effective date of this AD remains February 24, 2004.

PART 39—[AMENDED]

§ 39.13 [Corrected]

■ On page 2661, in the first column, paragraph (a)(2) of AD 2004-01-16 is corrected to read as follows:

* * * * *

(2) Do a general visual inspection to detect arcing damage of the surrounding structure, adjacent system components, and electrical cables in the center cargo and aft cargo compartments, as applicable.

* * * * *

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-NE-48-AD; Amendment 39-13107; AD 2003-07-11]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce Deutschland Ltd & Co KG Models BR700-710A1-10 and BR700-710A2-20 Turbofan Engines; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes corrections to Airworthiness Directive

(AD) 2003-07-11. That AD applies to Rolls-Royce Deutschland Ltd & Co KG (RRD) (formerly Rolls-Royce Deutschland GmbH, formerly BMW Rolls-Royce GmbH) models BR700-710A1-10 and BR700-710A2-20 turbofan engines. That AD was published in the **Federal Register** on April 11, 2003 (68 FR 17727). Subsequently, two correction documents were published in the **Federal Register**, on April 23, 2003 (68 FR 19944) and May 9, 2003 (68 FR 24861) that made corrections to the compliance section. This document corrects incomplete RRD Service Bulletin (SB) number references in 14 locations of the compliance section. In all other respects, the original document, with the corrections published on April 23, 2003 and May 9, 2003, remains the same.

EFFECTIVE DATE: Effective May 20, 2004.

FOR FURTHER INFORMATION CONTACT:

Jason Yang, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7747; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: A final rule AD, FR Doc. 03-8327, that applies to RRD models BR700-710A1-10 and BR700-710A2-20 turbofan engines, was published in the **Federal Register** on April 11, 2003 (68 FR 17727). The following corrections are needed:

PART 39—[AMENDED]

§ 39.13 [Corrected]

■ On page 17728, in the third column, in paragraph (a)(1), "SB-BR700-900229" is corrected to read "SB-BR700-72-900229" in two locations.

■ On page 17729, in the first column, in paragraphs (a)(2), (a)(3), (b)(1) through (b)(3), and (c)(1), "SB-BR700-900229" is corrected to read "SB-BR700-72-900229" in nine locations.

■ On page 17729, in the second column, in paragraphs (c)(2), (f), and (h), "SB-BR700-900229" is corrected to read "SB-BR700-72-900229" in three locations.

Issued in Burlington, MA, on May 13, 2004.

Peter A. White,

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

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