

structural inspection intervals may be approved for the pressure floor skin of the center fuselage at fuselage stations 460 and 513.

Repair and Revise AWL section

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

(1) Repair per a method approved by either the Manager, New York Aircraft Certification Office (ACO), FAA; or Transport Canada Civil Aviation (TCCA) (or its delegated agent).

(2) Revise the AWL section of the Instructions for Continued Airworthiness by inserting a copy of the new airworthiness limitation and inspection requirements associated with the FAA- or TCCA-approved repair referred to in paragraph (b)(1) of this AD into the Canadair Regional Jet Maintenance Requirements Manual, Part 2, Appendix B, "Airworthiness Limitations" section. Thereafter, except as provided in paragraph (d) of this AD, no alternative structural inspection intervals specified in the TCCA-approved repair may be approved for the pressure floor skin of the center fuselage at fuselage stations 460 and 513.

Reporting

(c) Within 30 days after each inspection required by this AD, submit a report of the inspection results (both positive and negative findings) to Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada; telephone (514) 855-5001, extension 58500; fax (514) 855-8501. Information collection requirements contained in this AD have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

Alternative Methods of Compliance

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

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

Special Flight Permits

(e) Special flight permits may be issued in accordance with §§ 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

(f) Unless otherwise specified in this AD, the AWL revision shall be done in accordance with Canadair Temporary Revision 2B-1230, Canadair Regional Jet

Maintenance Requirements Manual, Part 2, Appendix B, "Airworthiness Limitations," approved on July 26, 2002, by TCCA (The approval date of this document is indicated only on page 2 of 2). 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 Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or the FAA, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in Canadian airworthiness directive CF-2002-39, effective date October 25, 2002.

Effective Date

(g) This amendment becomes effective on May 14, 2003.

Issued in Renton, Washington, on April 21, 2003.

Michael J. Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-10235 Filed 4-28-03; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2002-NE-15-AD; Amendment 39-13131; AD 2003-09-02]

RIN 2120-AA64

Airworthiness Directives; Pratt and Whitney PW4000 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), that is applicable to certain serial number (SN) Pratt and Whitney (PW) models PW4164, PW4168, and PW4168A turbofan engines. This amendment requires operators to initially and repetitively borescope-inspect 14th and 15th stage rubstrips located on the 13th and 14th stage stator set for wear. This amendment is prompted by reports of high pressure compressor (HPC) surges during the takeoff phase of flight that have been attributed to increased stage 14 and stage 15 HPC blade tip clearances caused by excessive wear on the HPC inner rear case rear hook. The actions specified by this AD are

intended to prevent engine power loss during takeoff due to HPC surge.

DATES: Effective June 3, 2003. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 3, 2003.

ADDRESSES: The service information referenced in this AD may be obtained from Pratt & Whitney, 400 Main St., East Hartford, CT 06108, telephone (860) 565-6600; fax (860) 656-4503. This information may be examined, by appointment, at the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Keith Lardie, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7189; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that is applicable to certain SN PW models PW4164, PW4168, and PW4168A turbofan engines was published in the **Federal Register** on September 20, 2002 (67 FR 59215). That action proposed to require operators to initially and repetitively borescope-inspect 14th and 15th stage rubstrips located on the 13th and 14th stage stator set for wear in accordance with Pratt & Whitney Alert Service Bulletin (ASB) PW4G-100-A72-170, Revision 2, dated June 24, 2002. That action also proposed that installation of an HPC inner rear case assembly in accordance with Pratt & Whitney service bulletin (SB) No. PW4G-100-72-159, Revision 1, dated July 12, 2000, be terminating action for the repetitive borescope inspections of this AD.

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.

Terminating Action Too Specifically Tied to SB

One commenter states that the proposed terminating action to modify or repair the HPC inner rear case hook recognizes only one method of compliance, which is in accordance with PW SB PW4G-100-72-159. The commenter requests the addition of Chromalloy Florida Repair Procedure