

TABLE 1.—INITIAL INSPECTION SCHEDULE

HPC rear case P/N	For cycles accumulated of:	Then:
(1) 55H425-01 modified by PW SB No. PW4G-112-72-150, dated April 16, 1998.	(i) 4,000 or more cycles-since SB modification (CSM). (ii) 2,500 CSM or more, but fewer than 4,000 CSM. (iii) 1,850 CSM or more, but fewer than 2,500 CSM. (iv) More than 1,700 CSM, but fewer than 1,850 CSM. (v) 1,700 CSM, or fewer .....	Inspect within 50 cycles-in-service (CIS) after the effective date of this AD. Inspect within 75 CIS after the effective date of this AD. Inspect within 150 CIS after the effective date of this AD. Inspect within 300 CIS after the effective date of this AD. Inspect before accumulating 2,000 CSM
(2) 55H385-01, 55H396-01, and 55H425-01 incorporating a scalloped J.	(i) 7,200 or more CSN ..... (ii) Fewer than 7,200 CSN .....	Inspect within 300 CIS after the effective date of this AD. Inspect before accumulating 7,500 CSN.

**Previous Credit**

(g) Previous credit is allowed for initial inspections for cracks at bolt hole location numbers 22, 67, and 68 that were done in accordance with PW SB PW4G-112-72-256, dated April 2, 2003, before the effective date of this AD. Previous credit is also allowed for initial inspection of bolt hole location number 69 if bolt hole location number 68 was previously inspected before the effective date of this AD.

(h) Disposition the HPC rear cases using the criteria in the following Table 2:

TABLE 2.—HPC REAR CASE DISPOSITION CRITERIA

If HPC rear case has:	Then:
(1) One or more in-board cracks that have penetrated beyond the pedestal and into the shell wall.	Remove HPC rear case before further flight.
(2) One or more in-board cracks that have penetrated into the pedestal but not into the shell wall.	Remove HPC rear case within 25 cycles-since-last inspection (CSLI).
(3) One or more in-board cracks that have not penetrated into the pedestal.	Remove HPC rear case within 250 CSLI.
(4) One or more out-board cracks.	Perform repetitive inspections as specified in paragraph (i) of this AD.
(5) No cracks .....	Perform repetitive inspections as specified in paragraph (i) of this AD.

**Repetitive Inspections**

(i) Perform repetitive inspections of the HPC rear case J flange for cracks at bolt hole location numbers 22, 67, 68, and 69 in accordance with the Accomplishment

Instructions of PW SB No. PW4G-112-72-256, dated April 2, 2003, and the following:

(1) If last inspection of HPC rear case was a visual inspection, then visually inspect or FPI within:

- (i) 600 CSLI if no cracks are found.
- (ii) 300 CSLI if one or more outboard cracks are found.

(2) If last inspection of HPC rear case was an FPI, then visually inspect or FPI within:

- (i) 1,000 CSLI if no cracks are found.
- (ii) 600 CSLI if one or more outboard cracks are found.

(3) Remove HPC rear cases from service or re-inspect rear cases using Table 2 of this AD.

**Alternative Methods of Compliance**

(j) Alternative methods of compliance must be requested in accordance with 14 CFR part 39.19, and must be approved by the Manager, Engine Certification Office, FAA.

**Material Incorporated by Reference**

(k) The inspections and removal from service of HPC rear cases must be done in accordance with Pratt & Whitney Service Bulletin No. PW4G-112-72-256, dated April 2, 2003. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You may get a copy from Pratt & Whitney, 400 Main St., East Hartford, CT 06108, telephone (860) 565-6600; fax (860) 565-4503. You may review copies at the 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.

**Related Information**

(l) None.

Issued in Burlington, Massachusetts, on June 18, 2003.

**Robert Mann,**

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

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 193**

[Docket No. FAA-2003-15468]

**Flight Operational Quality Assurance Program (FOQA)**

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

**ACTION:** Notice of order designating FOQA information as protected from public disclosure.

**SUMMARY:** Federal Aviation Administration (FAA) Order 8000.81 designates information provided to the agency from an approved voluntary FOQA Program as protected from public disclosure and in accordance with the provisions of 14 CFR part 193, including disclosure under the Freedom of Information Act or other laws. This designation is intended to encourage sharing of FOQA information between the FAA and operators participating in an approved voluntary FOQA program. The substance of Order 8000.81 is published in the **Federal Register** in accordance with the policy stated by the agency when it adopted 14 CFR part 193.

**DATES:** FAA Order 8000.81 became effective on April 14, 2003.

**FOR FURTHER INFORMATION CONTACT:** Dr. Thomas Longridge, Flight Standards Service, AFS-230, Federal Aviation Administration, 800 Independence Ave., SW., Washington DC 20591, telephone (703) 661-0275. e-mail [Thomas.Longridge@faa.gov](mailto:Thomas.Longridge@faa.gov).

**SUPPLEMENTARY INFORMATION:****Background**

Under Title 49 of the United States Code (49 U.S.C.) section 40123, certain voluntarily provided safety and security information is protected from disclosure