

specified by that AD are intended to prevent engine takeoff power losses due to HPC surge.

Since that AD was issued, PW developed an RCC rear HPC for PW4000 series turbofan engines installed in the Airbus fleet. This proposal mandates the same actions as AD 2003–11–18 (with some modifications based on AMOC approvals) and incorporates the RRC rear HPC as terminating action for the Airbus fleet.

Manufacturer's Service Information

For AD 2003–11–18, the FAA reviewed and approved the technical contents of the following PW service information:

- Service Bulletin (SB) PW4ENG 72–755, dated February 28, 2003.
 - Internal Engineering Notice (IEN) 02KCW13, dated October 14, 2002.
 - IEN 02KCW13A, dated October 14, 2002.
 - IEN 02KCW13C, dated July 25, 2002.
 - IEN 02KCW13D, dated July 29, 2002.
 - IEN 02KCW13E, dated November 21, 2002.
 - IEN 02KCW13F, dated October 14, 2002.
 - IEN 02KCW13H, dated December 9, 2002.
 - SB PW4ENG72–714, Revision 1, dated November 8, 2001.
 - SB PW4ENG72–749, dated June 17, 2002.
 - IEN 96KC973D, dated October 12, 2001.
 - Temporary Revision (TR) TR 71–0018, dated November 14, 2001.
 - TR 71–0026, dated November 14, 2001.
 - TR 71 71–0035, dated November 14, 2001.
 - Cleaning, Inspection, and Repair (CIR) procedure CIR 51A357, Section 72–35–68, Inspection/Check–04, Indexes 8–11, dated September 15, 2001.
 - CIR 51A357, Section 72–35–68, Repair 16, dated June 15, 1996.
 - PW4000 PW engine manual (EM) 50A443, 71–00–00, TESTING–21, dated March 15, 2002.
 - PW4000 PW EM 50A822, 71–00–00, TESTING–21, dated March 15, 2002.
 - PW4000 PW EM 50A605, 71–00–00, TESTING–21, dated March 15, 2002.
- Since the issuance of AD 2003–11–18, PW has issued the following service information which have also been reviewed and approved by the FAA.
- SB PW4ENG 72–756, dated July 7, 2003.
 - SB PW4ENG 72–759, dated July 7, 2003.

FAA's Determination of an Unsafe Condition and Proposed Actions

Since an unsafe condition has been identified that is likely to exist or develop on other PW4000 series turbofan engines of this same type design, the proposed AD would supersede AD 2003–11–18 to require the same actions as that AD, and additionally require the installation of a new RCC rear HPC on engines installed in the Airbus fleet as terminating action to the AD. The actions are required to be done in accordance with the service bulletins described previously.

Economic Analysis

There are approximately 2,300 engines of the affected design in the worldwide fleet. The FAA estimates that 550 engines installed on Boeing aircraft and 100 engines installed on Airbus aircraft of U.S. registry would be affected by this proposed AD. The FAA also estimates that it would take approximately 183 work hours per engine to perform the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$119,500 per engine. Based on these figures, the total average annual cost impact of the proposed AD to U.S. operators is estimated to be \$13,950,500.

Regulatory Analysis

This proposed rule does not have federalism implications, as defined in Executive Order 13132, because it would not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Accordingly, the FAA has not consulted with state authorities prior to publication of this proposed rule.

For the reasons discussed above, I certify that this proposed regulation (1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

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

§ 39.13 [Amended]

2. Section 39.13 is amended by removing Amendment 39–13177, (68 FR 33844), June 7, 2003), and by adding a new airworthiness directive:

Pratt & Whitney: Docket No. 2000–NE–47–AD. Supersedes AD 2003–11–18, Amendment 39–13177.

Applicability

This airworthiness directive (AD) is applicable to: Pratt & Whitney (PW) model PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, and PW4650 turbofan engines. These engines are installed on, but not limited to, certain models of Airbus Industrie A300, Airbus Industrie A310, Boeing 747, Boeing 767, and McDonnell Douglas MD–11 series airplanes.

Note 1: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (w) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Compliance with this AD is required as indicated, unless already done.

To prevent engine takeoff power losses due to high-pressure-compressor (HPC) surges, do the following:

(a) When complying with this AD, determine the configuration of each engine on each airplane using the following Table 1: