

(i) Deactivate pumps having P/N 60-847-1A per the McDonnell Douglas DC-10 Minimum Equipment List (MEL) and replace the pump with a pump having P/N 60-847-2 or 60-847-3 within the time limitations specified in the MEL, per Option 2a. of Condition 3 of the ASB.

(ii) Relocate the pumps per Option 2b. of Condition 3 of the ASB. Or,

(iii) Insert Appendix A of the ASB into the Limitations Section of the Airplane Flight Manual.

**Note 2:** Fuel boost pumps having P/N 60-847-1A that are located in the aft position of the main tanks are always covered with fuel during takeoff; therefore, operating the airplane per the operations limitations specified in Appendix A of Boeing Alert Service Bulletin DC10-28A241, dated April 24, 2003, is unnecessary.

#### Parts Installation

(c) As of the effective date of this AD, no person shall replace a fuel boost/transfer pump on any airplane with a fuel boost/transfer pump having Hydro-Aire P/N 60-847-1A, unless that pump is installed in the aft position of the main tanks. A fuel boost/transfer pump having Hydro-Aire P/N 60-847-1A that is removed for inspection per paragraph (a) of this AD may be reinstalled until paragraph (b) of this AD is complied with.

#### Alternative Methods of Compliance

(d) In accordance with 14 CFR 39.19, the Manager, Los Angeles Aircraft Certification Office, FAA, is authorized to approve alternative methods of compliance for this AD.

#### Incorporation by Reference

(e) Unless otherwise specified in this AD, the actions shall be done per Boeing Alert Service Bulletin DC10-28A241, dated April 24, 2003. 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 Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

#### Effective Date

(f) This amendment becomes effective on August 25, 2003.

Issued in Renton, Washington, on July 29, 2003.

**Ali Bahrami,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2002-NE-41-AD; Amendment 39-13258; AD 2003-16-05]

**RIN 2120-AA64**

#### **Airworthiness Directives; Pratt & Whitney JT8D-200 Series Turbofan Engines**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to Pratt & Whitney (PW) JT8D-209, -217, -217A, -217C, and -219 series turbofan engines. This amendment requires removal and replacement of protective coating of the 7th and 9th through 12th stage high pressure compressor (HPC) disks and the 8th stage HPC hub, initial and repetitive inspections for corrosion pits and cracks, and removal from service as required. This amendment is prompted by reports from operators of cracks observed in JT8D engine steel HPC disks. We are issuing this AD to prevent fracture of the 7th and 9th through 12th stage HPC disks and 8th stage HPC hub, resulting in uncontained engine failure and damage to the airplane.

**DATES:** Effective September 12, 2003.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 12, 2003.

**ADDRESSES:** The service information referenced in this AD may be obtained from Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-8770; fax (860) 565-4503. 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:**

Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7175; 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 PW JT8D-209, -217, -217A, -217C, and

-219 series turbofan engines was published in the **Federal Register** on March 25, 2003 (68 FR 14351). That action proposed to require removal and replacement of protective coating of the 7th and 9th through 12th stage HPC disks and the 8th stage HPC hub, initial and repetitive inspections for corrosion pits and cracks, and removal from service as required in accordance with PW alert service bulletin (ASB) JT8D A6435, Revision 1, dated March 7, 2003.

#### **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.

#### **Disk Tracking**

One commenter requests that the disks inspected using PW ASB JT8D 6435, Revision 1, dated March 7, 2003, as well as all new disks, be tracked by the engine release date recorded on FAA 337 form or equivalent rather than per individual disk inspection dates. The commenter feels that this would significantly reduce the burden on airline records departments, especially for large operators, because the time between the disk inspection and the engine release date is typically not more than a few weeks.

The FAA does not agree. There is no way to ensure that the time between the disk inspection and the engine release date will always be a short or controlled amount of time. Some operators or repair facilities may elect to store disks in their inventory for long periods of time. Unless these disks are preserved using instructions in the ASB, the time in storage must be counted in the accumulation of time to the next inspection because the corrosion protective coatings begin to degrade while in storage without proper preservation. However, if an operator can show that their particular operation will always result in short controlled times between inspection and installation and can demonstrate that an acceptable level of safety is maintained, they may apply for relief in accordance with paragraph (d) of this AD.

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

#### **Regulatory Analysis**

This final 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