

chamber MCD within 125 hours time-since-last inspection,

- Replacement of the No. 3 bearing, P/N 2A1165, at the next shop visit for any reason, and
- Replacement of HPC stubshafts that have a low-energy plasma coating with HPC shafts that have a high-energy plasma coating or recoating with a high-energy plasma coating at the next shop visit for any reason.

Changes to 14 CFR Part 39—Effect on the Proposed AD

On July 10, 2002, we published a new version of 14 CFR part 39 (67 FR 47997, July 22, 2002), which governs the FAA's AD system. This regulation now includes material that relates to altered products, special flight permits, and alternative methods of compliance. This material previously was included in each individual AD. Since this material is included in 14 CFR part 39, we will not include it in future AD actions.

Costs of Compliance

There are about 404 IAE V2522–A5, V2524–A5, V2527–A5, V2527E–A5, V2527M–A5, V2530–A5, and V2533–A5 turbofan engines of the affected design in the worldwide fleet. We estimate that 170 engines installed on airplanes of U.S. registry would be affected by this proposed AD. We also estimate that it would take approximately 150 work hours per engine to perform the proposed actions, and that the average labor rate is \$65 per work hour. Required parts would cost about \$32,000 per engine. Based on these figures, we estimate the total cost of the proposed AD to U.S. operators to be \$7,097,500.

Regulatory Findings

We have determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD 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.

For the reasons discussed above, I certify that the 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. Would not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a summary of the costs to comply with this proposal and placed it in the AD Docket. You may get a copy of this summary by sending a request to us at the address listed under **ADDRESSES**. Include "AD Docket No. 2003–NE–21–AD" in your request.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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. The FAA amends § 39.13 by removing Amendment 39–13183 (68 FR 33621, June 5, 2003), and by adding a new airworthiness directive to read as follows:

International Aero Engines AG: Docket No. 2003–NE–21–AD. Supersedes AD 2003–11–23, Amendment 39–13183.

Comments Due Date

- (a) The Federal Aviation Administration (FAA) must receive comments on this airworthiness directive (AD) action by November 17, 2003.

Affected ADs

- (b) This AD supersedes AD 2003–11–23, Amendment 39–13183.

Applicability

- (c) This AD applies to International Aero Engines AG (IAE) V2522–A5, V2524–A5, V2527–A5, V2527E–A5, V2527M–A5, V2530–A5, and V2533–A5 turbofan engines that have a serial number (SN) from V10600 through V11250 inclusive. These engines are installed on, but not limited to, Airbus Industrie A319, A320, and A321 series airplanes.

Unsafe Condition

- (d) This AD was prompted by reports of No. 3 bearing failures that resulted in in-flight shutdown (IFSD) and smoke in the cockpit and cabin. We are issuing this AD to prevent failure of the No. 3 bearing, which could result in IFSD and smoke in the cockpit or cabin.

Compliance

- (e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Inspection of the Master Magnetic Chip Detector (MCD) or the No. 1, 2, 3 Bearing Chamber MCD

- (f) For engines that have a No. 3 bearing, part number (P/N) 2A1165, installed, do the following:

(1) Within 125 hours time-in-service (TIS) after the effective date of this AD, inspect the master MCD and the No. 1, 2, 3 bearing chamber MCD.

(2) Thereafter, within 125 hours time-since-last inspection, inspect the master MCD and the No. 1, 2, 3 bearing chamber MCD.

(3) If you find bearing material on the master MCD or No. 1, 2, 3 bearing chamber MCD, replace the engine before further flight.

Replacement of No. 3 Bearing

- (g) For engines that have a SN from V10600 through V11250 inclusive with No. 3 bearing, P/N 2A1165, installed, replace the No. 3 bearing at the next shop visit for any reason.

(h) After the effective date of this AD, do not install any No. 3 bearing, P/N 2A1165, removed in paragraph (g) of this AD, into any engine.

Replacement or Rework of High-Pressure Compressor (HPC) Stubshaft

- (i) For engines that have a SN from V10600 through V11250 inclusive, replace the HPC stubshaft with an HPC stubshaft that has a high-energy plasma coating or rework the HPC stubshaft to a high-energy plasma coating at the next shop visit for any reason.

Terminating Action

- (j) Performing the requirements specified in paragraphs (g) and (i) of this AD is terminating action to the repetitive MCD inspections specified in paragraph (f)(1) through (f)(3) of this AD.

Alternative Methods of Compliance

- (k) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

- (l) None.

Related Information

- (m) You can find information on inspecting the master MCD and the No. 1, 2, 3 bearing chamber MCD in section 79–00–00–601 of the Aircraft Maintenance Manual. You can find information on replacing the No. 3 bearing and replacing or recoating the HPC stubshaft in IAE Service Bulletin No. V2500–ENG–72–0459, dated June 27, 2003.

Issued in Burlington, Massachusetts, on September 11, 2003.

Francis A. Favara,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 03–23674 Filed 9–16–03; 8:45 am]

BILLING CODE 4910–13–P