

Regulatory Findings

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

We prepared a summary of the costs to comply with this AD 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-52-AD" in your request.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

■ Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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. The FAA amends § 39.13 by adding the following new airworthiness directive:

2003-24-12 **Pratt & Whitney:** Amendment 39-13381. Docket No. 2003-NE-52-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective December 18, 2003.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Pratt & Whitney (PW) JT9D-3A -7, -7A, -7F, -7H, -7AH, and -7J turbofan engines, with gearbox pressure tube, part number (P/N) 697896, and No. 4 bearing front pressure manifold, P/N 670663, installed. These engines are installed on, but not limited to, Boeing 747-100, -200B, -200C, and -200F airplanes.

Unsafe Condition

(d) This AD is prompted by a report of a failed gearbox pressure tube that resulted in an engine fire. We are issuing this AD to prevent engine fires caused by failed gearbox pressure tubes or failed No. 4 bearing front pressure manifolds.

Compliance

(e) You are responsible for having the actions required by this AD performed within 250 hours-in-service or at the next shop visit, whichever occurs first, after the effective date of this AD, unless the actions have already been done.

One-Time Visual Inspection of Clamp Assemblies

(f) Visually inspect the clamp assemblies, P/Ns ST1594-06, ST1594-08, and ST1594-10, that attach the gearbox pressure tube and the No. 4 bearing front pressure manifold to the engine. Replace clamp assemblies before

further flight that are rejected by any of the following rejection criteria:

- (1) Droop in the No. 4 bearing front pressure manifold.
- (2) Cracks, wear, or distortion in clamp metal.
- (3) Clamp cushions that are worn, compacted, cracked, coming apart in chunks, deteriorated, or missing. A reddish powder found around the clamp is an indication of deterioration.

One-Time Visual Inspection of Gearbox Pressure Tube and No. 4 Bearing Front Pressure Manifold

(g) Clean any debris and oil from the outer surface of the gearbox pressure tube and No. 4 bearing front pressure manifold and visually inspect the tube and manifold. Repair or replace the affected tube or manifold before further flight if it is rejected by any of the following rejection criteria:

- (1) Nicks, chafing, scratches, and or pitting 0.003 inch or greater in depth.
- (2) Dents within 0.25 inch of the ferrules or will not permit free passage of a ball having a diameter slightly greater than 80% of the tube or manifold tubing inner diameter.
- (3) Corrosion that is unable to be removed by a light polishing.
- (4) Tube or manifold is leaking oil.

Gearbox Pressure Tube, No. 4 Bearing Front Pressure Manifold, and Clamp Assembly Positioning

(h) If the gearbox pressure tube, No. 4 bearing front pressure manifold, or clamp assemblies are not properly positioned, then correctly position them before further flight, as shown in the following Figure 1 of this AD.

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