

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 removing Amendment 39-13381 (68 FR 67585, December 3, 2003), and by adding a new airworthiness directive, Amendment 39-13410, to read as follows:

#### 2003-24-12R1 Pratt & Whitney:

Amendment 39-13410. Docket No. 2003-NE-52-AD. Revises AD 2003-24-12, Amendment 39-13381.

#### Effective Date

- (a) The effective date of this AD is the same as AD 2003-24-12, which is December 18, 2003.

#### Affected ADs

- (b) This AD revises AD 2003-24-12.

#### 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 results from the need to correct errors in depicted clamping, to ensure that AD compliance can be achieved. The actions specified in this AD are intended 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, (see Figure 1 of this AD) 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) Cracks, wear, or distortion in clamp metal.

(2) 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.

**BILLING CODE 4910-13-P**