

Related Information

(m) None.

Issued in Burlington, Massachusetts, on December 23, 2003.

Mark C. Fulmer,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 03-32155 Filed 12-30-03; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 2003-NE-40-AD; Amendment 39-13407; AD 2003-26-09]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney PW4074, PW4074D, PW4077, PW4077D, PW4084, PW4084D, PW4090, PW4090D, PW4090-3, and PW4098 Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is superseding an existing airworthiness directive (AD) for Pratt & Whitney PW4074, PW4074D, PW4077, PW4077D, PW4084, PW4084D, PW4090, PW4090D, PW4090-3, and PW4098 turbofan engines. That AD requires initial and repetitive visual and borescope inspections of the No. 3 bearing weep tube and turbine exhaust case (TEC), and removal of the high pressure turbine (HPT) assembly and replacement of any heat distressed HPT assembly hardware if oil wetting or staining is found.

This AD requires the same actions. This AD results from the finding of a significant reference error in one of the borescope inspection compliance paragraphs. We are issuing this AD to prevent thermal distressed HPT assembly hardware from remaining in service, which could result in a cracked HPT stage 1 disk or HPT stage 1-2 air seal and an uncontained engine failure.

DATES: Effective December 3, 2003. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of December 3, 2003.

We must receive any comments on this AD by March 1, 2004.

ADDRESSES: Use one of the following addresses to submit comments on this AD:

- By mail: Federal Aviation Administration (FAA), New England

Region, Office of the Regional Counsel, Attention: Rules Docket No. 2003-NE-40-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

- By fax: (781) 238-7055.
- By e-mail: 9-ane-adcomment@faa.gov

You can get the service information referenced in this AD from Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-7700; fax (860) 565-1605.

You may examine the AD docket, by appointment, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA. You may examine the service information, by appointment, at the 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:

Keith Lardie, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7189; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION:

On October 24, 2003, the FAA issued AD 2003-22-09, Amendment 39-13357 (68 FR 62228, November 3, 2003). That AD requires:

- Borescope inspection of the No. 3 bearing weep tube, on engines with high oil consumption that troubleshooting procedures fail to determine the source of oil loss.
- For all engines, initial and repetitive visual inspections of the turbine exhaust case (TEC) in the vicinity of the No. 3 bearing oil vent tube for evidence of oil wetting or staining. If the vent tube borescope inspection is unsuccessful due to tube blockage, that AD also requires borescope inspections of the HPT assembly for oil wetting or staining.
- Removal of the HPT assembly and replacement of any heat distressed HPT assembly hardware if oil wetting or staining is found.

That AD is the result of engine HPT assembly hardware being damaged as a result of thermal distress from oil igniting after leaking from the No. 3 bearing compartment. That condition, if not corrected, could result in a cracked HPT stage 1 disk or HPT stage 1-2 air seal and an uncontained engine failure.

Actions Since AD 2003-22-09 Was Issued

Since that AD was issued, a comment was received that revealed an error in

the compliance section. We have considered that comment.

Incorrect Inspection Reference

One commenter states that paragraph (i)(3) of the AD contains an incorrect reference. In that paragraph, the wording "since performing the visual inspection of the TEC specified in paragraph (h)(1) of this AD", is misleading as it should be referencing borescope inspection and not visual inspection.

We agree. Therefore, we have corrected the wording to read "since performing the borescope inspection of the No. 3 bearing oil vent tube specified in paragraph (i)(1) of this AD".

AD Effectivity

The effective date of this AD is the same as AD 2003-22-09. We discussed the reference error in AD 2003-22-09 with the one U.S. operator, and conclude that there is no adverse impact from using the same effective date.

Relevant Service Information

We have reviewed and approved the technical contents of Pratt & Whitney Alert Service Bulletin (ASB) No. PW4G-112-A72-257, Revision 1, dated August 22, 2003, that describes procedures for:

- Borescope inspection of the No. 3 bearing weep tube, on engines with high oil consumption that troubleshooting procedures fail to determine the source of oil loss.
- For all engines, initial and repetitive visual inspections of the TEC, in the vicinity of the No. 3 bearing oil vent tube assembly and borescope inspections of the No. 3 bearing oil vent tube assembly, for evidence of oil wetting or staining.
- Borescope inspection of the HPT assembly for evidence of oil wetting or staining if the borescope inspection of the No. 3 bearing oil vent tube assembly is unsuccessful due to blockage.
- Removal of the engine if oil wetting or staining is found.

Differences Between This AD and the Service Information

Although ASB No. PW4G-112-A72-257, Revision 1, dated August 22, 2003, requires removal of the engine from service if oil wetting or staining is found, this AD requires removal of the HPT assembly and replacement of any heat distressed HPT assembly hardware if oil wetting or staining is found.

FAA's Determination and Requirements of This AD

The unsafe condition described previously is likely to exist or develop on other Pratt & Whitney PW4074,