

provide credit card loans and, instead, grant closed-ended and open-ended loans with the prerequisite underwriting documentation. Further, these smaller credit unions generally maintain a higher expense ratio, since many are involved with high-transaction accounts requiring higher personnel costs and related operational expenses, and lack economies of scale.

Further, among the 450 federal credit unions where the most common rate is more than 15 percent for unsecured loans, 62 credit unions have 20 percent or more of their assets in this category and all but five credit unions have assets of less than \$10 million. For these credit unions, lowering the rates would threaten their liquidity, capital, earnings, and growth.

The Board has concluded that conditions exist to retain the federal credit union interest rate ceiling of 18 percent per year for the period March 9, 2005 through September 8, 2006. Finally, the Board is prepared to reconsider the 18 percent ceiling at any time during the extension period should changes in economic conditions warrant.

Regulatory Procedures

Administrative Procedure Act

The Board has determined that notification and public comment on this rule are impractical and not in the public interest. 5 U.S.C. 553(b)(3)(B). Due to the need for a planning period before the March 9, 2005 expiration date of the current rule, and the threat to the safety and soundness of individual credit unions with insufficient flexibility to determine loan rates, final action on the loan rate ceiling is necessary.

Regulatory Flexibility Act

The Regulatory Flexibility Act requires NCUA to prepare an analysis to describe any significant economic impact a regulation may have on a substantial number of small credit unions (those under ten million dollars in assets). This final rule provides added flexibility to all federal credit unions regarding the permissible interest rate that may be used in connection with lending. The NCUA Board has determined and certifies that this rule will not have a significant economic impact on a substantial number of small credit unions.

Paperwork Reduction Act

NCUA has determined that this rule does not increase paperwork requirements under the Paperwork Reduction Act of 1995 and regulations

of the Office of Management and Budget.

Executive Order 13132

Executive Order 13132 encourages independent regulatory agencies to consider the impact of their regulatory actions on state and local interest. In adherence to fundamental federalism principles, NCUA, an independent regulatory agency as defined in 44 U.S.C. 3502(5), voluntarily complies with the executive order. This rule applies only to federal credit unions and, thus, will not have substantial direct effects on the states, on the relationship between the national government and the states, nor materially affect state interests. The NCUA has determined that the rule does not constitute a policy that has any federalism implication for purposes of the executive order.

Small Business Regulatory Enforcement Fairness Act

The Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121) provides generally for congressional review of agency rules. A reporting requirement is triggered in instances where NCUA issues a final rule as defined by Section 551 of the Administrative Procedure Act. 5 U.S.C. 551. The Office of Management and Budget has determined that this is not a major rule.

The Treasury and General Government Appropriations Act, 1999—Assessment of Federal Regulations and Policies on Families

NCUA has determined that this rule will not affect family well-being within the meaning of Section 654 of the Treasury and General Government Appropriations Act, 1999, Pub. L. 105–277, 112 Stat. 2681 (1998).

List of Subjects in 12 CFR Part 701

Credit, Credit unions, Loan interest rates.

By the National Credit Union Administration Board on January 13, 2005.
Mary F. Rupp,
Secretary to the Board.

■ Accordingly, NCUA amends 12 CFR chapter VII as follows:

PART 701—ORGANIZATION AND OPERATION OF FEDERAL CREDIT UNIONS (AMENDED)

■ 1. The authority citation for Part 701 continues to read as follows:

Authority: 12 U.S.C. 1752(5), 1755, 1756, 1757, 1759, 1761a, 1761b, 1766, 1767, 1782, 1784, 1787, and 1789. Section 701.6 is also authorized by 15 U.S.C. 3717. Section 701.31

is also authorized by 15 U.S.C. 1601 *et seq.*, 42 U.S.C. 1981 and 3601–3610. Section 701.35 is also authorized by 42 U.S.C. 4311–4312.

■ 2. Section 701.21(c)(7)(ii)(C) is revised to read as follows:

§ 701.21 Loans to members and lines of credit to members.

* * * * *

(c) * * *

(7) * * *

(ii) * * *

(C) *Expiration.* After September 8, 2006, or as otherwise ordered by the NCUA Board, the maximum rate on federal credit union extensions of credit to members shall revert to 15 percent per year. Higher rates may, however, be charged, in accordance with paragraph (c)(7)(ii)(A) and (B) of this section, on loans and line of credit balance existing on or before September 8, 2006.

* * * * *

[FR Doc. 05–1166 Filed 1–26–05; 8:45 am]

BILLING CODE 7535–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000–NE–13–AD; Amendment 39–13950; AD 2005–02–05]

RIN 2120–AA64

Airworthiness Directives; Rolls-Royce plc RB211 Series 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 Rolls-Royce (RR) plc RB211–535E4–37, RB211–535E4–B–37, and RB211–535E4–B–75 series turbofan engines. That AD currently requires initial and repetitive ultrasonic inspections of installed LPC fan blade roots on-wing and during overhaul using a surface wave ultrasonic probe, and relubrication, according to accumulated life cycles. That AD also adds the application of Metco 58 blade root coating as an optional terminating action. This AD requires the same actions, but changes the reference to Mandatory Service Bulletin (MSB) No. RB.211–72–C879 from Revision 3 to Revision 4. This AD results from RR issuing MSB No. RB.211–72–C879, Revision 4, which contains revised Accomplishment Instructions and consumable materials list. We are

issuing this AD to detect cracks in low pressure compressor (LPC) fan blade roots, which if not detected, could lead to uncontained multiple fan blade failure, and damage to the airplane.

DATES: Effective February 11, 2005. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of February 11, 2005.

We must receive any comments on this AD by March 28, 2005.

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. 2000-NE-13-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 Rolls-Royce plc, PO Box 31, Derby, England, DE248BJ; telephone: 011-44-1332-242-424; fax: 011-44-1332-249-936.

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.

FOR FURTHER INFORMATION CONTACT: Ian Dargin, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone: (781) 238-7178; fax: (781) 238-7199.

SUPPLEMENTARY INFORMATION: On June 13, 2003, we issued AD 2003-12-15, Amendment 39-13200 (68 FR 37735, June 25, 2003). That AD requires initial and repetitive ultrasonic inspections of installed LPC fan blade roots on-wing and during overhaul using a surface wave ultrasonic probe, and relubrication, according to accumulated life cycles. That AD also introduces an alternative technique to ultrasonically inspect installed fan blades on-wing using a surface wave ultrasonic probe. Also, that AD adds the application of Metco 58 blade root coating as an optional terminating action. That AD was the result of the discovery of cracks on LPC fan blade roots during an engine overhaul. That condition, if not corrected, could result in uncontained multiple fan blade failure, and damage to the airplane.

Actions Since AD 2003-12-15 Was Issued

Since AD 2003-12-15 was issued, the Civil Aviation Authority (CAA), which

is the airworthiness authority for the United Kingdom (UK), notified us that Rolls-Royce plc has updated MSB No. RB.211-72-C879, Revision 3, dated October 3, 2002, to Revision 4, dated April 2, 2004, for RR RB211 series turbofan engines. The CAA advises that Revision 4 of the MSB contains revised Accomplishment Instructions and consumable materials list.

Special Flight Permits Paragraph Removed

Paragraph (h) of the current AD, AD 2003-12-15, contains a paragraph pertaining to special flight permits. Even though this final rule does not contain a similar paragraph, we have made no changes with regard to the use of special flight permits to operate the airplane to a repair facility to do the work required by this AD. In July 2002, we published a new part 39 that contains a general authority regarding special flight permits and airworthiness directives; see Docket No. FAA-2004-8460, Amendment 39-9474 (69 FR 47998, July 22, 2002). Thus, when we now supersede ADs we will not include a specific paragraph on special flight permits unless we want to limit the use of that general authority granted in section 39.23.

Relevant Service Information

We have reviewed and approved the technical contents of RR MSB No. RB.211-72-C879, Revision 4, dated April 2, 2004. That MSB describes procedures for ultrasonic inspection of high cyclic life blades on-wing with either the LPC fan blades in place or removed from the LPC. The CAA classified the original issue of the service bulletin as mandatory and issued AD 002-01-2000 in order to ensure the airworthiness of these RR engines in the UK.

Bilateral Airworthiness Agreement

These engine models are manufactured in the U.K. and are type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Under this bilateral airworthiness agreement, the CAA has kept the FAA informed of the situation described above. We have examined the findings of the CAA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

FAA's Determination and Requirements of This AD

We have evaluated all pertinent information and identified an unsafe condition that is likely to exist or develop on other products of this same type design. Therefore, we are issuing this AD, which requires initial and repetitive ultrasonic inspection of installed LPC fan blade roots on-wing and during overhaul using a surface wave ultrasonic probe, and relubrication, according to accumulated life cycles. This AD also maintains the application of Metco 58 blade root coating as an optional terminating action. You must use the service information described previously to perform the actions required by this AD.

FAA's Determination of the Effective Date

Since an unsafe condition exists that requires the immediate adoption of this AD, we have found that notice and opportunity for public comment before issuing this AD are unnecessary, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment; however, we invite you to submit any written relevant data, views, or arguments regarding this AD. Send your comments to an address listed under **ADDRESSES**. Include "AD Docket No. 2000-NE-13-AD" in the subject line of your comments. If you want us to acknowledge receipt of your mailed comments, send us a self-addressed, stamped postcard with the docket number written on it; we will date-stamp your postcard and mail it back to you. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify it. If a person contacts us verbally, and that contact relates to a substantive part of this AD, we will summarize the contact and place the summary in the docket. We will consider all comments received by the closing date and may amend the AD in light of those comments.

Examining the AD Docket

You may examine the AD Docket (including any comments and service information), by appointment, between 8 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays. See **ADDRESSES** for the location.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in subtitle VII, part A, subpart III, section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

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. 2000-NE-13-AD" in your request.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, 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 39-13200 (68 FR 37735, June 25, 2003), and by adding a new airworthiness directive, Amendment 39-13950, to read as follows:

2005-02-05 Rolls-Royce plc: Amendment 39-13950. Docket No. 2000-NE-13-AD. Supersedes AD 2003-12-15, Amendment 39-13200.

Effective Date

(a) This airworthiness directive (AD) becomes effective February 11, 2005.

Affected ADs

(b) This AD supersedes AD 2003-12-15, Amendment 39-13200.

Applicability

(c) This AD applies to Rolls-Royce (RR) plc RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-B-75 series turbofan engines with low pressure compressor (LPC) fan blades with the part numbers (P/Ns) listed in Table 1 of this AD. These engines are

installed on, but not limited to, Boeing 757 and Tupolev Tu204 series airplanes. Table 1 follows:

TABLE 1.—APPLICABLE LPC FAN BLADE P/Ns

UL16135	UL28602
UL16171	UL29511
UL16182	UL29556
UL19643	UL30817
UL20044	UL30819
UL20132	UL30933
UL20616	UL30935
UL21345	UL33707
UL22286	UL33709
UL23122	UL36992
UL24525	UL37090
UL24528	UL37272
UL24530	UL37274
UL24532	UL37276
UL24534	UL37278
UL27992	UL38029
UL28601	UL38032

Unsafe Condition

(d) This AD results from RR issuing Mandatory Service Bulletin (MSB) No. RB.211-72-C879, Revision 4, which contains revised Accomplishment Instructions and consumable materials list. We are issuing this AD to detect cracks in low pressure compressor (LPC) fan blade roots, which if not detected, could lead to uncontained multiple fan blade failure, and damage to the airplane.

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.

(f) If you have a full set of fan blades, modified using RR Service Bulletin No. RB.211-72-C946, Revision 2, dated September 26, 2002, that can be identified by a blue triangle etched on the blade airfoil suction surface close to the leading edge tip of each blade, no further action is required.

(g) On RB211-535E4 engines, operated to Flight Profile A, ultrasonically inspect, and if required, relubricate using the following Table 2:

TABLE 2.—RB211-535E4 FLIGHT PROFILE A

Engine location	Initial inspection within cycles-since-new (CSN)	Type action	In accordance with	Repeat inspection within (CSN)
(1) On-wing	17,350	(i) Root Probe, inspect and relubricate, OR (ii) Wave Probe	RB.211-72-C879 Revision 4, 3.A.(1) through 3.A.(7), dated April 2, 2004. RB.211-72-C879 Revision 4, 3.B.(1) through 3.B.(7), dated April 2, 2004.	1,400 1,150
(2) In Shop	17,350	Root Probe, inspect and relubricate.	RB.211-72-C879 Revision 4, 3.C.(1) through 3.C.(4), dated April 2, 2004.	1,400

(h) On RB211-535E4 engines, operated to Flight Profile B, ultrasonically inspect, and if

required, relubricate using the following Table 3:

TABLE 3.—RB211–535E4 FLIGHT PROFILE B

Engine location	Initial inspection within (CSN)	Type action	In accordance with	Repeat inspection within (CSN)
(1) On-wing	12,350	(i) Root Probe, inspect and relubricate, OR (ii) Wave Probe	RB.211–72–C879 Revision 4, 3.A.(1) through 3.A.(7), dated April 2, 2004. RB.211–72–C879 Revision 4, 3.B.(1) through 3.B.(7), dated April 2, 2004.	850 700
(2) In Shop	12,350	Root Probe, inspect and relubricate.	RB.211–72–C879 Revision 4, 3.C.(1) through 3.C.(4), dated April 2, 2004.	850

(i) On RB211–535E4 engines, operated to combined Flight Profile A and B, ultrasonically inspect, and if required, relubricate using the following Table 4:

TABLE 4.—RB211–535E4 FLIGHT PROFILE A AND B

Engine location	Initial inspection within (CSN)	Type action	In accordance with	Repeat inspection within (CSN)
(1) On-wing	65% hard life (To calculate, see Compliance Section 1.C(4)).	(i) Root Probe, inspect and relubricate, OR (ii) Wave Probe	RB.211–72–C879 Revision 4, 3.A.(1) through 3.A.(7), dated April 2, 2004. RB.211–72–C879 Revision 4, 3.B.(1) through 3.B.(7), dated April 2, 2004.	As current flight profile. As current flight profile.
(2) In Shop	65% hard life (To calculate, see Compliance Section 1.C(4)).	Root Probe, inspect and relubricate.	RB.211–72–C879 Revision 4, 3.C.(1) through 3.C.(4), dated April 2, 2004.	As current flight profile.

(j) Fan blades that have been operated within RB211–535E4 Flight Profile A and B will have final life as defined in the Time

Limits Manual. See References Section 1.G.(3), of MSB RB.211–72–C879, Revision 4, dated April 2, 2004.

(k) On RB211–535E4–B engines, ultrasonically inspect, and if required, relubricate using the following Table 5:

TABLE 5.—RB211–535E4–B

Engine location	Initial inspection within (CSN)	Type action	In accordance with	Repeat inspection within (CSN)
(1) On-wing	17,000	(i) Root Probe, inspect and relubricate, OR (ii) Wave Probe	RB.211–72–C879 Revision 4, 3.A.(1) through 3.A.(7), dated April 2, 2004. RB.211–72–C879 Revision 4, 3.B.(1) through 3.B.(7), dated April 2, 2004.	1,200 1,000
(2) In Shop	17,000	Root Probe, inspect and relubricate..	RB.211–72–C879 Revision 4, 3.C.(1) through 3.C.(4), dated April 2, 2004.	1,200

Optional Terminating Action

(l) Application of Metco 58 blade root coating using RR SB No. RB.211–72–C946, Revision 2, dated September 26, 2002, constitutes terminating action to the repetitive inspection requirements specified in paragraphs (g), (h), (i), and (k) of this AD.

Alternative Methods of Compliance

(m) 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.

Previous Credit

(n) Previous credit is allowed for initial and repetitive inspections performed using

AD 2003–12–15 (Amendment 39–13200, 68 FR 37735, June 25, 2003) and RR MSB No. RB.211–72–C879, Revision 3, dated October 9, 2002.

Material Incorporated by Reference

(o) You must use Rolls-Royce Mandatory Service Bulletin No. RB.211–72–C879, Revision 4, dated April 2, 2004, to perform the inspections and relubrication required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get a copy from Rolls-Royce plc, PO Box 31, Derby, England, DE248BJ; telephone: 011–44–1332–242–424; fax: 011–44–1332–249–936. You may review copies at the FAA, New

England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741–6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Related Information

(p) CAA airworthiness directive AD 002–01–2000, dated October 9, 2002, also addresses the subject of this AD.

Issued in Burlington, Massachusetts, on January 18, 2005.

Jay J. Pardee,

Manager, Engine and Propeller Directorate,
Aircraft Certification Service.

[FR Doc. 05-1384 Filed 1-26-05; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-ANE-80-AD; Amendment
39-13948; AD 2005-02-03]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney JT8D-209, -217, -217A, -217C, and -219 Series Turbofan Engines

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding an existing airworthiness directive (AD) for Pratt & Whitney (PW) JT8D-209, -217, -217A, -217C, and -219 series turbofan engines. That AD currently requires torque inspection of the 3rd stage and 4th stage low pressure turbine (LPT) blades for shroud notch wear and replacement of the blade if wear limits are exceeded. This AD continues to require those torque inspections at shorter inspection intervals of the refurbished 3rd stage and 4th stage LPT blades, but the same or longer inspection intervals of the new 3rd stage and 4th stage LPT blades, for shroud notch wear and replacement of the blade if wear limits are exceeded. This AD also requires replacing LPT-to-exhaust case bolts and nuts with bolts and nuts made of Tinidur material. This AD results from reports of 194 blade fractures since 1991, with 37 of those blade fractures resulting in LPT case separation, and three reports of uncontained 3rd stage and 4th stage LPT blade failures with cowl penetration. We are issuing this AD to prevent an uncontained blade failure that could result in damage to the airplane.

DATES: This AD becomes effective March 3, 2005. The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of March 3, 2005.

ADDRESSES: You can get the service information identified in this AD from Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-8770, fax (860) 565-4503.

You may examine the AD docket at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA. You may examine the service information, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

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: The FAA proposed to amend 14 CFR part 39 with a proposed airworthiness directive (AD). The proposed AD applies to Pratt & Whitney (PW) JT8D-209, -217, -217A, -217C, and -219 series turbofan engines. We published the proposed AD in the **Federal Register** on August 16, 2004 (69 FR 50346). That action proposed to require torque inspections of the 3rd stage and 4th stage LPT blades for shroud notch wear and replacement of the blade if wear limits are exceeded. That action also proposed to require replacing the LPT-to-exhaust case bolts and nuts with bolts and nuts made of Tinidur material.

Examining the AD Docket

You may examine the AD Docket (including any comments and service information), by appointment, between 8 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays. See **ADDRESSES** for the location.

Comments

We provided the public the opportunity to participate in the development of this AD. We have considered the comments received.

Use of Radioisotope Inspection Procedure

One commenter proposes to use a radioisotope inspection procedure, which they have developed and was approved as an alternative method of compliance (AMOC) for a previously issued AD. The commenter states that this inspection method is more reliable than the torque inspections mandated in this AD and provides an equivalent level of safety. The FAA does not agree. The commenter did not provide data to

substantiate the claim of an equivalent level of safety as it relates to the revised inspection intervals. The commenter's proposal is also operator-specific and does not provide literature for the rest of the fleet. The FAA will evaluate a request for an AMOC that includes data substantiating that an acceptable level of safety is maintained using this inspection procedure.

Costs of Compliance Underestimated

Another commenter states that the costs of compliance are underestimated. The commenter requests that we consider the costs of numerous parts removed when complying with this AD. The FAA does not agree. The indirect costs associated with this AD are not directly related to the required actions, and therefore, are not addressed in the economic analysis for this AD. A finding that an AD is warranted means that the original engine design no longer achieves the level of safety specified by related airworthiness requirements and that other required actions are necessary.

Another commenter states that the costs of compliance are underestimated. The commenter states that the cost of turbine blades and cost of labor to replace the blades when complying with this AD should be considered. The FAA agrees. We estimate that 10% of the blade sets will fail the inspection per year and will require replacement. Therefore, the estimated cost of turbine blades and labor to replace the blades is added to the total cost of the AD to U.S. operators to perform initial torque inspection and bolt and nut replacement.

Request To Clearly Identify the Superseded AD

Another commenter requests that the identification of the superseded AD be clarified. The FAA does not agree. The fact that this AD supersedes AD 99-27-01 is clearly stated in the compliance section of this AD. Although AD 99-22-14 requires replacement of the LPT-to-exhaust case bolts and nuts, that AD primarily addresses installation of high pressure turbine (HPT) containment hardware. Further, a notice of proposed rulemaking was published in the **Federal Register** on July 15, 2004 (69 FR 42356), which moves the requirement to replace the LPT-to-exhaust case bolts and nuts from AD 99-22-14 to this AD.

Request To Include Reference to NDIP-662, Revision D

Another commenter requests that this AD include a reference to NDIP-622, Revision D. The FAA does not agree. We assume that the commenter intended to