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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 95-ANE-39; Amendment 39-9423; AD 95-23-03]

#### Airworthiness Directives; General Electric Company CF6 Series Turbofan Engines

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to General Electric Company (GE) CF6 series turbofan engines, that currently requires initial and repetitive ultrasonic and eddy current inspections of a certain population of high pressure compressor rotor (HPCR) stage 3-9 spools for cracks. This amendment retains the inspection requirements of the current AD, but would accelerate the inspection schedule for parts affected by the current AD, require initial and repetitive inspections of an expanded population of HPCR stage 3-9 spools installed on GE CF6-45/-50/-80A engines, include HPCR stage 3-9 spools installed on GE CF6-80C2 series engines, and require reporting to the FAA the results of inspections that equal or exceed the reject criteria. This amendment is prompted by recent field experience and the associated engineering investigation, which indicate that cracks are likely to develop in a larger population of parts than previously thought. The actions specified by this AD are intended to prevent HPCR stage 3-9 spool cracking and separation, which can result in an uncontained engine failure and aircraft damage.

**DATES:** *Effective:* December 6, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 6, 1995.

Comments for inclusion in the Rules Docket must be received on or before January 22, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-ANE-39, 12 New England Executive Park, Burlington, MA 01803-5299.

The service information referenced in this AD may be obtained from General Electric Aircraft Engines, CF6 Distribution Clerk, Room 132, 111 Merchant Street, Cincinnati, OH 45246. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Richard Woldan, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7136, fax (617) 238-7199.

**SUPPLEMENTARY INFORMATION:** On January 31, 1995, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 95-03-01, Amendment 39-9138 (60 FR 8930, February 16, 1995), applicable to General Electric Company (GE) CF6-45/-50/-80A series turbofan engines, to require initial and repetitive ultrasonic and eddy current inspections of a certain population of high pressure compressor rotor (HPCR) stage 3-9 spools for cracks. That action was prompted by a finding of several cracked parts in service. That condition, if not corrected, could result in HPCR stage 3-9 spool cracking and separation, which can result in an uncontained engine failure and aircraft damage.

Since the issuance of that AD, the FAA has received a report of an in-service uncontained failure of an HPCR stage 3-9 spool. The investigation revealed that the uncontained failure was caused by a crack that developed from the same metallurgical condition which prompted the current AD. However, this spool was not part of the population required to be inspected by

the current AD. Further investigation has indicated that the scope of the current AD should be expanded to include other HPCR stage 3-9 spools installed on GE CF6-45/-50/-80A engines, and also HPCR stage 3-9 spools installed on GE CF6-80C2 series engines, and that the inspection schedule for the spools affected by the current AD should be accelerated. This new inspection program is based on current field experience, knowledge of the manufacturing processes used to produce the HPCR stage 3-9 spools, and the operating conditions which these spools are exposed to in the different GE CF6 series engines. In addition, the FAA has determined that it is necessary to require operators to submit the findings of these inspections in order to further analyze this situation. The FAA may revise this AD based on the results of these inspections.

The FAA has reviewed and approved the technical contents of the following GE service bulletins (SB's): CF6-50 SB No. 72-1108, Original, dated November 6, 1995; CF6-80A SB No. 72-678, Original, dated November 6, 1995; CF6-80C2 SB No. 72-812, Original, dated November 6, 1995, and Table 801 of GE CF6-50 Shop Manual GEK 50481, Temporary Revision 05-0011, dated November 3, 1995. These SB's describe procedures for eddy current and ultrasonic inspections of HPCR stage 3-9 spools for cracks.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of this same type design, this AD supersedes AD 95-03-01 to retain the inspection requirements of the current AD, but would accelerate the inspection schedule for parts affected by the current AD, require initial and repetitive inspections of an expanded population of HPCR stage 3-9 spools installed on GE CF6-45/-50/-80A engines, include HPCR stage 3-9 spools installed on GE CF6-80C2 series engines, and require reporting to the FAA the results of inspections that equal or exceed the reject criteria. The actions are required to be accomplished in accordance with the SB's described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good

cause exists for making this amendment effective in less than 30 days.

#### Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 95-ANE-39." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will not have substantial direct effects 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. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation

under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Amendment

Accordingly, pursuant to 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), 40101, 40113, 44701.

#### **§ 39.13 [Amended]**

2. Section 39.13 is amended by removing Amendment 39-9138 (60 FR 8930, February 16, 1995), and by adding a new airworthiness directive, Amendment 39-9423, to read as follows:

95-23-03 General Electric Company:

Amendment 39-9423, Docket 95-ANE-39. Supersedes AD 95-03-01, Amendment 39-9138.

*Applicability:* General Electric Company (GE) CF6-45/-50/-80A/-80C2 series turbofan engines installed with High Pressure Compressor Stage 3-9 Spools, Part Numbers (P/Ns) 1333M66G01, 1333M66G03; 1333M66G07, 1333M66G09, 1781M52P01, 1781M53G01, 1854M95P01, 1854M95P02, 1854M95P03, 1854M95P04, 1854M95P05, 1854M95P06; 9136M89G02, 9136M89G03, 9136M89G06, 9136M89G07, 9136M89G08, 9136M89G09, 9136M89G10, 9136M89G11, 9136M89G17, 9136M89G18, 9136M89G19, 9136M89G20, 9136M89G21, 9136M89G22, 9136M89G27, 9253M85G01, 9253M85G02, 9273M14G01, 9331M29G01, and 9380M28P05 installed on, but not limited to, Airbus A300 and A310 series, Boeing 747 and 767 series, and McDonnell Douglas DC-10 and MD-11 series aircraft.

Note: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must

use the authority provided in paragraph (o) to request approval from the Federal Aviation Administration (FAA). This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any engine from the applicability of this AD.

*Compliance:* Required as indicated, unless accomplished previously.

To prevent high pressure compressor rotor (HPCR) stage 3-9 spool cracking and separation, which can result in an uncontained engine failure and aircraft damage, accomplish the following:

(a) Eddy current and ultrasonic inspect for cracks HPCR stage 3-9 spools, with Part Numbers (P/N's) 9136M89G08, 9253M85G02, 9273M14G01, and 9331M29G01, with serial Numbers (S/N) listed in Table 801 of GE CF6-50 Shop Manual GEK 50481, Temporary Revision 05-0011, dated November 3, 1995; and with P/N's 9136M89G02 and 9136M89G06, installed in GE CF6-45/-50 series engines. Perform the inspections in accordance with GE CF6-50 Service Bulletin (SB) No. 72-1108, Original, dated November 6, 1995, as follows:

(1) For HPCR stage 3-9 spools with 3,000 or more cycles in service (CIS) on the effective date of this AD since last inspection in accordance with GE CF6-50 SB No. 72-888, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; or GE CF6-50 SB No. 72-1000, Original, Revision 1, or Revision 2; or GE CF6-50 SB No. 72-1008, Original; inspect prior to exceeding 500 CIS after the effective date of this AD, or 4,000 CIS since last inspection, whichever occurs first.

(2) For HPCR stage 3-9 spools with less than 3,000 CIS since last inspection in accordance with GE CF6-50 SB No. 72-888, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; or GE CF6-50 SB No. 72-1000, Original, Revision 1, or Revision 2; or GE CF6-50 SB No. 72-1008, Original; or GE CF6-50 SB No. 72-1108, Original; inspect at the earliest occurrence of the following after the effective date of this AD: the next piece-part exposure after accumulating 1,000 CIS since last inspection, the next shop visit after accumulating 2,000 CIS since last inspection, or prior to exceeding 3,500 CIS since last inspection.

(3) For HPCR stage 3-9 spools that have not been previously inspected in accordance with GE CF6-50 SB No. 72-888, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; or GE CF6-50 SB No. 72-1000, Original, Revision 1, or Revision 2; or GE CF6-50 SB No. 72-1008, Original; or GE CF6-50 SB No. 72-1108, Original; on the effective date of this AD, inspect prior to exceeding 30 days from the effective date of this AD.

(4) Thereafter, reinspect HPCR stage 3-9 spools for cracks at intervals not to exceed the earliest occurrence of the following: the

next piece-part exposure after accumulating 1,000 CIS since last inspection, the next shop visit after accumulating 2,000 CIS since last inspection, or prior to exceeding 3,500 CIS since last inspection.

(5) Remove from service prior to further flight HPCR stage 3-9 spools that equal or exceed the reject criteria established by GE CF6-50 SB No. 72-1108, Original, dated November 6, 1995, and replace with a serviceable part.

(b) Eddy current and ultrasonic inspect for cracks HPCR stage 3-9 spools, with P/N's 9136M89G08, 9253M85G02, 9273M14G01, and 9331M29G01, with S/N not listed in Table 801 of GE CF6-50 Shop Manual GEK 50481, Temporary Revision 05-0011, dated November 3, 1995; and with P/N's 9136M89G03, 9136M89G07, 9136M89G09, 9136M89G17, 9136M89G18, and 9253M85G01, installed in GE CF6-45/-50 series engines. Perform the inspections in accordance with GE CF6-50 SB No. 72-1108, Original, dated November 6, 1995, as follows:

(1) For HPCR stage 3-9 spools that have been inspected in accordance with GE CF6-50 SB No. 72-888, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; or GE CF6-50 SB No. 72-1000, Original, Revision 1, or Revision 2; or GE CF6-50 SB No. 1008, Original; or GE CF6-50 SB No. 72-1108, Original; on the effective date of this AD, inspect either at the next piece-part exposure after accumulating 1,000 CIS since last inspection and more than 4,000 cycles since new (CSN), or the next shop visit after accumulating 2,000 CIS since last inspection and more than 4,000 CSN, whichever occurs first.

(2) For HPCR stage 3-9 spools that have not been previously inspected in accordance with GE CF6-50 SB No. 72-888, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; or GE CF6-50 SB No. 72-1000, Original, Revision 1, or Revision 2; or GE CF6-50 SB No. 1008, Original; or GE CF6-50 SB No. 72-1108, Original; on the effective date of this AD, inspect at the next piece-part exposure after accumulating 1,000 CSN, or at the next shop visit after accumulating 4,000 CSN, whichever occurs first.

(3) Thereafter, reinspect HPCR stage 3-9 spools at intervals not to exceed either the next piece-part exposure after accumulating 1,000 CIS since last inspection and more than 4,000 CSN, or the next shop visit after accumulating 2,000 CIS since last inspection and more than 4,000 CSN, whichever occurs first.

(4) Remove from service prior to further flight HPCR stage 3-9 spools that equal or exceed the reject criteria established by GE CF6-50 SB No. 72-1108, Original, dated November 6, 1995, and replace with a serviceable part.

(c) Eddy current and ultrasonic inspect for cracks HPCR stage 3-9 spools, with P/N's 9136M89G19, 9136M89G21, 9136M89G22, and 9136M89G27, installed in GE CF6-45/-50 series engines, in accordance with GE CF6-50 SB No. 72-1108, Original, dated November 6, 1995, as follows:

(1) For HPCR stage 3-9 spools that have been inspected in accordance with GE CF6-50 SB No. 72-888, Original, Revision 1,

Revision 2, Revision 3, Revision 4, or Revision 5; or GE CF6-50 SB No. 72-1000, Original, Revision 1, or Revision 2; or GE CF6-50 SB No. 1008, Original; or GE CF6-50 SB No. 72-1108, Original; on the effective date of this AD, inspect at the next piece-part exposure after accumulating 1,000 CIS since last inspection and more than 4,000 CSN.

(2) For HPCR stage 3-9 spools that have not been previously inspected in accordance with GE CF6-50 SB No. 72-888, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; or GE CF6-50 SB No. 72-1000, Original, Revision 1, or Revision 2; or GE CF6-50 SB No. 1008, Original; or GE CF6-50 SB No. 72-1108, Original; on the effective date of this AD, inspect at the next piece-part exposure after accumulating 1,000 CSN, or the next shop visit after accumulating 4,000 CSN, whichever occurs first.

(3) Thereafter, reinspect HPCR stage 3-9 spools at intervals not to exceed the next piece-part exposure after accumulating 1,000 CIS since last inspection and more than 4,000 CSN.

(4) Remove from service prior to further flight HPCR stage 3-9 spools that equal or exceed the reject criteria established by GE CF6-45/50 SB No. 72-1108, Original, dated November 6, 1995, and replace with a serviceable part.

(d) Eddy current and ultrasonic inspect for cracks HPCR stage 3-9 spools, P/N 9136M89G10 with the following S/N's: MPOM0054, MPOM7090, MPOM8303, MPOM8304, MPOM9263, MPOM9264, MPON0054, MPON0071, MPON0072, MPON1643, MPON4251, and MPON4253; installed in GE CF6-80A/-80A1/-80A2/-80A3 model engines. Perform the inspections in accordance with GE CF6-80A SB No. 72-678, Original, dated November 6, 1995, as follows:

(1) For HPCR stage 3-9 spools with 3,000 or more CIS on the effective date of this AD since last inspection in accordance with GE CF6-80A SB No. 72-500, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; or GE CF6-80A SB No. 72-583, Original, Revision 1, Revision 2, Revision 3, or Revision 4; or GE CF6-80A SB No. 72-678, Original; inspect prior to exceeding 500 CIS after the effective date of this AD, or 4,000 CIS since last inspection, whichever occurs first.

(2) For HPCR stage 3-9 spools with less than 3,000 CIS on the effective date of this AD since last inspection in accordance with GE CF6-80A SB No. 72-500, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; or GE CF6-80A SB No. 72-583, Original, Revision 1, Revision 2, Revision 3, or Revision 4; or GE CF6-80A SB No. 72-678, Original; inspect at the earliest occurrence of the following after the effective date of this AD: the next piece-part exposure after accumulating 1,000 CIS since last inspection, the next shop visit after accumulating 2,000 CIS since last inspection, or prior to exceeding 3,500 CIS since last inspection.

(3) For HPCR stage 3-9 spools that have not been previously inspected in accordance with GE CF6-80A SB No. 72-500, Original, Revision 1, Revision 2, Revision 3, Revision

4, or Revision 5; GE CF6-80A SB No. 72-583, Original, Revision 1, Revision 2, Revision 3, or Revision 4; or GE CF6-80A SB No. 72-678, Original; on the effective date of this AD, inspect prior to exceeding 30 days from the effective date of this AD.

(4) Thereafter, reinspect HPCR stage 3-9 spools at intervals not to exceed the earliest occurrence of the following: the next piece-part exposure after accumulating 1,000 CIS since last inspection, the next shop visit after accumulating 2,000 CIS since last inspection, or prior to exceeding 3,500 CIS since last inspection.

(5) Remove from service prior to further flight HPCR stage 3-9 spools that equal or exceed the reject criteria established by GE CF6-80A SB No. 72-678, Original, dated November 6, 1995, and replace with a serviceable part.

(e) Eddy current and ultrasonic inspect for cracks HPCR stage 3-9 spools, P/N 9136M89G10 with S/N's other than those listed in paragraph (d) of this AD, and P/N 9136M89G11, installed in GE CF6-80A/-80A2 model engines, in accordance with GE CF6-80A SB No. 72-678, Original, dated November 6, 1995, as follows:

(1) For HPCR stage 3-9 spools that have been inspected in accordance with GE CF6-80A SB No. 72-500, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; GE CF6-80A SB No. 72-583, Original, Revision 1, Revision 2, Revision 3, or Revision 4; or GE CF6-80A SB No. 72-678, Original; inspect either at the next piece-part exposure after accumulating 1,000 CIS since last inspection and more than 5,000 CSN, or at the next shop visit after accumulating 1,500 CIS since last inspection and more than 5,000 CSN, whichever occurs first.

(2) For HPCR stage 3-9 spools that have not been previously inspected in accordance with GE CF6-80A SB No. 72-500, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; GE CF6-80A SB No. 72-583, Original, Revision 1, Revision 2, Revision 3, or Revision 4; or GE CF6-80A SB No. 72-678, Original; on the effective date of this AD, inspect at the next piece-part exposure after accumulating 1,000 CSN, or the next shop visit after accumulating 5,000 CSN, whichever occurs first.

(3) Thereafter, reinspect HPCR stage 3-9 spools at intervals not to exceed either the next piece-part exposure after accumulating 1,000 CIS since last inspection and more than 5,000 CSN, or at the next shop visit after accumulating 1,500 CIS since last inspection and more than 5,000 CSN, whichever occurs first.

(4) Remove from service prior to further flight HPCR stage 3-9 spools that equal or exceed the reject criteria established by GE CF6-80A SB No. 72-678, Original, dated November 6, 1995, and replace with a serviceable part.

(f) Eddy current and ultrasonic inspect for cracks HPCR stage 3-9 spools, P/N 9136M89G10 with S/N's other than those listed in paragraph (d) of this AD, installed in GE CF6-80A1/-80A3 model engines, in accordance with GE CF6-80A SB No. 72-678, Original, dated November 6, 1995, as follows:

(1) For HPCR stage 3-9 spools that have been inspected in accordance with GE CF6-80A SB No. 72-500, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; GE CF6-80A SB No. 72-583, Original, Revision 1, Revision 2, Revision 3, or Revision 4; or GE CF6-80A SB No. 72-678, Original; inspect either at the next piece-part exposure after accumulating 1,000 CIS since last inspection and more than 5,000 CSN, or at the next shop visit after accumulating 2,000 CIS since last inspection and more than 5,000 CSN, whichever occurs first.

(2) For HPCR stage 3-9 spools that have not been previously inspected in accordance with GE CF6-80A SB No. 72-500, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; GE CF6-80A SB No. 72-583, Original, Revision 1, Revision 2, Revision 3, or Revision 4; or GE CF6-80A SB No. 72-678, Original; on the effective date of this AD, inspect at the next piece-part exposure after accumulating 1,000 CSN, or the next shop visit after accumulating 5,000 CSN, whichever occurs first.

(3) Thereafter, reinspect HPCR stage 3-9 spools at intervals not to exceed either the next piece-part exposure after accumulating 1,000 CIS since last inspection and more than 5,000 CSN, or at the next shop visit after accumulating 2,000 CIS since last inspection and more than 5,000 CSN, whichever occurs first.

(4) Remove from service prior to further flight HPCR stage 3-9 spools that equal or exceed the reject criteria established by GE CF6-80A SB No. 72-678, Original, dated November 6, 1995, and replace with a serviceable part.

(g) Eddy current and ultrasonic inspect for cracks HPCR stage 3-9 spools, P/N's 9136M89G20, 9136M89G21, 9136M89G22, and 9136M89G27, installed in GE CF6-80A/-80A1/-80A2/-80A3 model engines, in accordance with GE CF6-80A SB No. 72-678, Original, dated November 6, 1995, as follows:

(1) For HPCR stage 3-9 spools that have been inspected in accordance with GE CF6-80A SB No. 72-500, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; GE CF6-80A SB No. 72-583, Original, Revision 1, Revision 2, Revision 3, or Revision 4; or GE CF6-80A SB No. 72-678, Original; inspect at the next piece-part exposure after accumulating 1,000 CIS since last inspection and more than 5,000 CSN.

(2) For HPCR stage 3-9 spools that have not been previously inspected in accordance with GE CF6-80A SB No. 72-500, Original, Revision 1, Revision 2, Revision 3, Revision 4, or Revision 5; GE CF6-80A SB No. 72-583, Original, Revision 1, Revision 2, Revision 3, or Revision 4; or GE CF6-80A SB No. 72-678, Original; on the effective date of this AD, inspect at the next piece-part exposure after accumulating 1,000 CSN, or the next shop visit after accumulating 5,000 CSN, whichever occurs first.

(3) Thereafter, reinspect HPCR stage 3-9 spools at intervals not to exceed the next piece-part exposure after accumulating 1,000 CIS since last inspection and more than 5,000 CSN.

(4) Remove from service prior to further flight HPCR stage 3-9 spools that equal or

exceed the reject criteria established by GE CF6-80A SB No. 72-678, Original, dated November 6, 1995, and replace with a serviceable part.

(h) Eddy current and ultrasonic inspect for cracks HPCR stage 3-9 spools, P/N's 1781M52P01, 1854M95P02, 1854M95P05, and 9380M28P05, installed in GE CF6-80C2 series engines, in accordance with GE CF6-80C2 SB No. 72-812, Original, dated November 6, 1995, as follows:

(1) For HPCR stage 3-9 spools that have not been previously inspected in accordance with GE CF6-80C2 SB No. 72-418, Original, Revision 1, Revision 2, or Revision 3; or GE CF6-80C2 SB No. 72-758, Original; or GE CF6-80C2 SB No. 72-812, Original; inspect at the next shop visit. However, no uninspected HPCR stage 3-9 spools with more than 8,000 CSN are to remain in service after May 15, 1996; and further no uninspected HPCR stage 3-9 spools with more than 3,500 CSN are to remain in service after May 15, 1997.

(2) For HPCR stage 3-9 spools that have been inspected in accordance with GE CF6-80C2 SB No. 72-418, Original, Revision 1, Revision 2, Revision 3, or GE CF6-80C2 SB No. 72-758, Original; or GE CF6-80C2 SB No. 72-812, Original; inspect at the earliest occurrence after the effective date of this AD of the following: the next piece-part or core module exposure after accumulating 1,000 CIS since last inspection, the next shop visit after accumulating 1,500 CIS since last inspection, or prior to exceeding 3,500 CIS since last inspection after May 15, 1997.

(3) Thereafter, reinspect HPCR stage 3-9 spools at intervals not to exceed the earliest occurrence of the following: the next piece-part or core module exposure after accumulating 1,000 CIS since last inspection, the next shop visit after accumulating 1,500 CIS since last inspection, or prior to exceeding 3,500 CIS since last inspection.

(4) For inspections accomplished in accordance with paragraphs (h)(1), (h)(2), or (h)(3) of this AD, at the first piece-part exposure, perform the inspection at the piece-part level. Otherwise the inspection may be performed at either the piece-part or the core module level.

(5) Remove from service prior to further flight HPCR stage 3-9 spools that equal or exceed the reject criteria established by GE CF6-80C2 SB No. 72-812, Original, dated November 6, 1995, and replace with a serviceable part.

(i) Eddy current and ultrasonic inspect for cracks HPCR stage 3-9 spools, P/N's 1333M66G01, 1333M66G03, 1333M66G07, 1333M66G09, 1781M53G01, 1854M95P01, 1854M95P03, 1854M95P04, and 1854M95P06, installed in GE CF6-80C2 series engines, in accordance with GE CF6-80C2 SB No. 72-812, Original, dated November 6, 1995, as follows:

(1) For HPCR stage 3-9 spools that have been inspected in accordance with GE CF6-80C2 SB No. 72-418, Original, Revision 1, Revision 2, Revision 3, or GE CF6-80C2 SB No. 72-758, Original; or GE CF6-80C2 SB No. 72-812, Original; inspect at the next piece-part or core module exposure after accumulating 1,000 CIS since last inspection and more than 3,000 CSN.

(2) For HPCR stage 3-9 spools that have not been inspected in accordance with GE CF6-80C2 SB No. 72-418, Original, Revision 1, Revision 2, Revision 3, or GE CF6-80C2 SB No. 72-758, Original; or GE CF6-80C2 SB No. 72-812, Original; on the effective date of this AD, inspect at the next piece-part or core module exposure after accumulating 1,000 CSN, or at the next shop visit after accumulating 3,000 CSN, whichever occurs first.

(3) Thereafter, reinspect HPCR stage 3-9 spools at intervals not to exceed either the next core module exposure or piece-part exposure after accumulating 1,000 CIS since last inspection and more than 3,000 CSN.

(4) For inspections accomplished in accordance with paragraph (i)(1), (i)(2), or (i)(3) of this AD, at the first piece-part exposure, perform the inspection at the piece-part level. Otherwise the inspection may be performed at either the piece-part or the core module level.

(5) Remove from service prior to further flight HPCR stage 3-9 spools that equal or exceed the reject criteria established by GE CF6-80C2 SB No. 72-812, Original, dated November 6, 1995, and replace with a serviceable part.

(j) Report within 24 hours of inspection the results of inspections that equal or exceed the reject criteria to: Richard Woldan, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7136, fax (617) 238-7199, as follows:

(1) Engine model in which the HPCR stage 3-9 spool was installed;

(2) P/N;

(3) S/N;

(4) Part CSN;

(5) Part CIS since last inspection; and

(6) Date and location of inspection.

Reporting requirements have been approved by the Office of Management and Budget and assigned OMB control number 2120-0056.

(k) For the purpose of this AD, a serviceable part for installation in an engine is defined as an HPCR stage 3-9 spool with less than 1,000 CSN or with less than 1,000 CIS since last inspection in accordance with the following SB's, as applicable: GE CF6-50 SB No. 72-888, Revision 3, Revision 4, or Revision 5; GE CF6-50 SB No. 72-1000, Original, Revision 1, or Revision 2; GE CF6-50 SB No. 72-1108, Original; GE CF6-80A SB No. 72-500, Revision 3, Revision 4, or Revision 5; GE CF6-80A SB No. 72-583, Original, Revision 1, Revision 2, Revision 3, or Revision 4; GE CF6-80A SB No. 72-678, Original; GE CF6-80C2 SB No. 72-418, Revision 2 or Revision 3; GE CF6-80C2 SB No. 72-758, Original; or GE CF6-80C2 SB No. 72-812, Original.

(l) For the purpose of this AD, core module exposure is defined as separation of the fan module from the engine.

(m) For the purpose of this AD, piece-part exposure is defined as disassembly and removal of the stage 3-9 spool from the HPCR.

(n) For the purpose of this AD, a shop visit is defined as the introduction of an engine into a shop where the separation of a major

engine flange will occur after the effective date of this AD.

(o) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may

add comments and then send it to the Manager, Engine Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(p) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(q) The actions required by this AD shall be done in accordance with the following service documents:

Document No.	Pages	Revision	Date
GE CF6-50 SB No. 72-1108 .....	1-6	Original ..	Nov. 6, 1995.
Total pages: 6.			
GE CF6-80A SB No. 72-678 .....	1-6	Original ..	Nov. 6, 1995.
Total pages: 6.			
GE CF6-80C2 SB No. 72-812 .....	1-6	Original ..	Nov. 6, 1995.
CF6-50 Engine Task Numbered Shop Manual Temporary Revision 05-0011 .....	1-4	.....	Nov. 3, 1995.
Total pages: 4.			

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from General Electric Aircraft Engines, CF6 Distribution Clerk, Room 132, 111 Merchant Street, Cincinnati, OH 45246. Copies may be inspected at the FAA, New England Region,

Office of the Assistant Chief 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.

(r) This amendment becomes effective on December 6, 1995.

Issued in Burlington, Massachusetts, on November 13, 1995.

Jay J. Pardee,  
*Manager, Engine and Propeller Directorate,  
 Aircraft Certification Service.*

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