

Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001-NE-26-AD]

RIN 2120-AA64

Airworthiness Directives; General Electric Company (GE) CF6-45, -50, -80A, -80C2, and -80E1 Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The Federal Aviation Administration (FAA) proposes to supersede three existing airworthiness directives (AD's), that are applicable to GE CF6-45, -50, -80A, -80C2, and -80E1 turbofan engines. Those AD's currently require specific handling of the GE CF6 series high pressure compressor rotor (HPCR) stage 3-9 spools during a fluorescent penetrant inspection process, and an initial and repetitive ultrasonic and eddy current inspections of certain HPCR stage 3-9 spools for cracks. This proposal would remove the AD that requires special handling of the spools during fluorescent-penetrant inspection, and would adjust and combine the initial and repetitive inspection requirements, currently listed in two AD's, into one AD for the HPCR stage 3-9 spool. This proposal aligns repetitive inspection requirements with the more stringent initial inspection requirements required by AD 2000-16-12, Amendment 39-11868 (65 FR 50623, August 21, 2000) and terminates AD 95-18-14, Amendment 39-9361 (60 FR 46216, September 6, 1995) that is no longer necessary. The actions specified in the proposed AD are intended to prevent cracks which can cause separation of the HPCR stage 3-9 spool and possible uncontained engine failure.

DATES: Comments must be received by August 12, 2002.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 2001-NE-26-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may be inspected at this location, by appointment, between 8 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays. Comments may also be sent via the Internet using the following address: "*9-ane-adcomment@faa.gov*". Comments sent via the Internet must contain the docket number in the subject line.

The service information referenced in the proposed rule may be obtained from General Electric Company via Lockheed Martin Technology Services, 10525 Chester Road, Suite C, Cincinnati, Ohio 45215, telephone (513) 672-8400, fax (513) 672-8422. This information may be examined, by appointment, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA.

FOR FURTHER INFORMATION CONTACT: Chris Gavriel, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-07147; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this action may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this

proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this action must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 2001-NE-26-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRM's

Any person may obtain a copy of this NPRM by submitting a request to the FAA, New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 2001-NE-26-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

On August 29, 1995, the FAA issued AD 95-18-14, Amendment 39-9361 (60 FR 46216, September 6, 1995), to require specific handling of the HPCR 3-9 spool during fluorescent penetrant inspection whenever that inspection is performed on these spools. That action was prompted by a report of an uncontained failure of a General Electric Company (GE) CF6-50 HPCR stage 3-9 spool. This requirement, adopted at that time by that AD, has since been incorporated in General Electric fluorescent penetrant inspection (FPI) Standard Practice 70-32-02.

On October 18, 1999, the FAA issued AD 99-24-15, Amendment 39-11440 (64 FR 66554, November 29, 1999), to require more stringent ultrasonic and eddy current inspection intervals for certain HPCR stage 3-9 spools, added CF6-80E1 engines to the inspection program, added inspection requirements for spools manufactured from 8 inch diameter billet, added inspection requirements for stage 3-5 blade slot bottoms, and added inspection requirements for web and hub-to-web transition areas. Airworthiness Directive 99-24-15 superseded AD 95-23-03, Amendment 39-9423 (60 FR 57803, November 21, 1995). Subsequent to that action, there was an additional HPCR stage 3-9 spool separation in service and a reassessment was made of the adequacy of the existing program in place at that time, to prevent a HPCR stage 3-9 spool cracking and separation. Based on that assessment, the FAA determined there was a need to make changes to AD 99-24-15.

On August 10, 2000, the FAA issued AD 2000-16-12, Amendment 39-11868 (65 FR 50623, August 21, 2000), to require initial ultrasonic and eddy current inspections of certain HPCR stage 3-9 spools for cracks at a further accelerated rate relative to the requirements of AD 99-24-15. AD 2000-16-12 required initial inspection, on a priority basis, of HPCR stage 3-9 spools that had higher probability of failure based on service life. AD 2000-16-12 did not require repetitive inspection requirements. Certain inspection requirements of AD 99-24-15, which are still applicable today, are no longer consistent with that recent corrective action. Therefore, a comprehensive initial and repetitive inspection program is being proposed for the affected 3-9 spools still in service. This proposed rule combines the requirements of AD 99-24-15 and AD 2000-16-12 with the following additional changes:

- Extends the accelerated initial inspection requirements of AD 2000-16-12 beyond July 28, 2001,
- Relaxes initial compliance requirement for the CF6-50 and CF6-80A 13-inch billet spools to make them consistent with 9 and 10-inch billet spools,
- Adds repetitive inspection requirements to the existing one-time inspection requirement for the CF6-80C and -80E series engine spool web and hub-to-web transition areas,
- Replaces engine shop visit inspection threshold limits for certain spools with cyclic limits,
- Adds a time limit for slot bottom inspection for 13-inch billet spools for CF6-50, -80A engines and for 9-inch and 10-inch billet spools for CF6-50, -80A, and -80C engines,
- Adds time limitation for the initial inspection and adds repeat inspection intervals for stage 3-5 slot bottom inspection for certain spools,
- Adds a time limit for one-time inspection of 8-inch billet 2-piece spools, and
- Provides for an alternative modular inspection for the slot bottoms,

The action was prompted by a report of an uncontained failure of an HPCR 3-9 spool. These conditions, if not corrected, could result in separation of the HPCR stage 3-9 spool and a possible uncontained engine failure.

Manufacturer's Service Information

The FAA has reviewed and approved the technical contents of the following GE Alert Service Bulletins (ASB's): ASB GE CF6-50 72-A1108, Revision 4, dated June 6, 2001

ASB GE CF6-50 72-A1131, Revision 3, dated June 6, 2001
 ASB GE CF6-50 72-A1157, Revision 3, dated January 31, 2002
 ASB GE CF6-80A 72-A0678, Revision 4, dated June 6, 2001
 ASB GE CF6-80A 72-A0691, Revision 4, dated June 6, 2001
 ASB GE CF6-80A 72-A0719, Revision 4, dated January 31, 2002
 ASB GE CF6-80C2 72-A0812, Revision 3, dated June 6, 2001
 ASB GE CF6-80C2 72-A0848, Revision 7, dated June 6, 2001
 ASB GE CF6-80C2 72-A0934, Revision 3, dated January 31, 2002
 ASB GE CF6-80E1 72-A0135, Revision 2, dated June 6, 2001
 ASB GE CF6-80E1 72-A0126, Revision 4, dated June 6, 2001
 ASB GE CF6-80E1 72-A0137, Revision 3, dated January 31, 2002

Those ASB's describe procedures for eddy current and ultrasonic inspections of HPCR stage 3-9 spools for cracks.

FAA's Determination of an Unsafe Condition and Proposed Actions

Since an unsafe condition has been identified that is likely to exist or develop on other GE CF6-45, -50, -80A, -80C2, and -80E1 turbofan engines of this same type design, the proposed AD would supersede AD 95-18-14, AD 99-24-15, and AD 2000-16-12 to require initial and repetitive ultrasonic and eddy current inspections. The actions would be required to be done in accordance with the service bulletin described previously.

Interim Actions

These proposed actions are considered interim actions, and may be changed in future rulemaking actions.

Cost Analysis

There are approximately 3,147 engines of the affected design in the worldwide fleet. The FAA estimates that 1,289 engines installed on airplanes of U.S. registry would be affected by this proposed AD. The FAA also estimates that it would take approximately 238 work hours per engine to perform the proposed actions. The average labor rate is \$60 per work hour. Required parts would cost approximately \$35,000 per engine. In addition, because of the previous AD actions, the FAA estimates that only 72 percent (928 engines) of the engines installed on airplanes of U.S. registry would be affected. Based on these figures, the total cost of the proposed AD on U.S. operators is estimated to be \$45,731,840.

Regulatory Analysis

This proposed rule does not have federalism implications, as defined in

Executive Order 13132, because it would 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. Accordingly, the FAA has not consulted with state authorities prior to publication of this proposed rule.

For the reasons discussed above, I certify that this proposed 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) if promulgated, 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. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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. Section 39.13 is amended by removing Amendments 39-9361 (60 FR 46216, September 6, 1995), 39-11440 (64 FR 66554, November 29, 1999), and 39-11868 (65 FR 50623, August 21, 2000), and by adding a new airworthiness directive:

General Electric Company (GE): Docket No. 2001-NE-26-AD. Supersedes AD 95-18-14, Amendment 39-9361; AD 99-24-15, Amendment 39-11440; and AD 2000-16-12, Amendment 39-11868.

Applicability

This airworthiness directive (AD) is applicable to GE CF6-45, -50, -80A, -80C2, and -80E1 turbofan engines with high pressure compressor rotor (HPCR) stage 3-9 spools with part numbers (P/N's) listed in the following Table 1 installed:

TABLE 1

Engine model	HPCR stage 3–9 spool P/N
CF6–45/50 Series Engines	9136M89G02, 9136M89G03, 9136M89G06, 9136M89G07, 9136M89G08, 9136M89G09, 9136M89G17, 9136M89G18, 9136M89G19, 9136M89G21, 9136M89G22, 9136M89G27, 9136M89G29, 9253M85G01, 9253M85G02, 9273M14G01, 9331M29G01.
CF6–80A Series Engines	9136M89G10, 9136M89G11, 9136M89G20, 9136M89G21, 9136M89G22, 9136M89G27, 9136M89G28.
CF6–80C2 Series Engines	1333M66G01, 1333M66G03, 1333M66G07, 1333M66G09, 1333M66G10, 1781M52P01, 1781M53G01, 1854M95P01, 1854M95P02, 1854M95P03, 1854M95P04, 1854M95P05, 1854M95P06, 1854M95P07, 1854M95P08, 9380M28P05.
CF6–80E1 Series Engines	1669M22G01, 1669M22G03, 1782M22G01, 1782M22G02, 1782M22G04.

These engines are installed on, but not limited to, Airbus A300, A310, and A330 series, Boeing 747 and 767 series, and McDonnell Douglas DC–10 and MD–11 series airplanes.

Note 1: This 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 request approval for an alternative method of compliance in accordance with paragraph (p) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Compliance with this AD is required as indicated, unless already done.

To detect cracks, which can cause separation of the HPCR stage 3–9 spool and possible uncontained engine failure, do the following:

CF6–50 16-inch billet spools

(a) For CF6 HPCR stage 3–9 spool, part numbers (P/N's) 9136M89G02, 9136M89G06, 9253M85G02, 9273M14G01, 9331M29G01, and for P/N 9136M89G08 with serial numbers (SN's) listed in the following Table 2, do the following:

TABLE 2

MPOE3486	MPOE3487	MPOE3488	MPOE3489	MPOE3490	MPOE3491	MPOE3492
MPOG3832	MPOG3833	MPOG3834	MPOG3835	MPOG3836	MPOG3837	MPOG3838
MPOG3839	MPOG3840	MPOG3841	MPOG3842	MPOG3843	MPOG3844	MPOG3845
MPOG3846	MPOG3847	MPOG3848	MPOG3850	MPOG3851	MPOG5228	MPOG5230
MPOG5231	MPOG5232	MPOG6727	MPOG6728	MPOG6729	MPOG6730	MPOG6731
MPOG6732	MPOG6733	MPOG6735	MPOG6736	MPOG6738	MPOG6739	MPOG6740
MPOG6741	MPOG6742	MPOG6743	MPOG6744	MPOG6745	MPOG6746	MPOG7713
MPOG7714	MPOG7715	MPOG7716	MPOG7717	MPOG7718	MPOG7719	MPOG7720
MPOG7721	MPOG7722	MPOG7723	MPOG7724	MPOG7725	MPOG7726	MPOG7727
MPOG7728	MPOG7729	MPOG7730	MPOG7731	MPOG7732	MPOG7733	MPOG7734
MPOG7735	MPOG7736	MPOG7737	MPOG7738	MPOG7739	MPOG7740	MPOG7741
MPOG7742	MPOG7743	MPOG7744	MPOG7819	MPOG7820	MPOG7821	MPOG7822
MPOG7823	MPOG7824	MPOG7825	MPOG7826	MPOG7827	MPOG7828	MPOG7829
MPOG7830	MPOG7831	MPOG7832	MPOG7833	MPOG7834	MPOG7835	MPOG7836
MPOG7837	MPOG7838	MPOG7839	MPOG8822	MPOG8823	MPOG8824	MPOG8825
MPOG8826	MPOG8827	MPOG8828	MPOG8829	MPOG8830	MPOG8831	MPOG8832
MPOG8833	MPOG8834	MPOG8835	MPOG8836	MPOG8837	MPOG9185	MPOG9186
MPOH0289	MPOH0290	MPOH0291	MPOH0292	MPOH0293	MPOH0294	MPOH0295
MPOH0296	MPOH0297	MPOH0298	MPOH0299	MPOH0300	MPOH0301	MPOH0302
MPOH0303	MPOH0304	MPOH0305	MPOH1805	MPOH2040	MPOH2041	MPOH2042
MPOH2043	MPOH2044	MPOH2045	MPOH2046	MPOH2047	MPOH2048	MPOH2049
MPOH2050	MPOH2051	MPOH2052	MPOH2053	MPOH2054	MPOH2055	MPOH2056
MPOH2057	MPOH2058	MPOH2059	MPOH2060	MPOH2061	MPOH2062	MPOH2829
MPOH2830	MPOH2831	MPOH2832	MPOH2833	MPOH2834	MPOH2835	MPOH2836
MPOH2837	MPOH2838	MPOH2839	MPOH2840	MPOH2841	MPOH2842	MPOH2843
MPOH2844	MPOH2845	MPOH2846	MPOH2847	MPOH2848	MPOH2849	MPOH2850
MPOH2851	MPOH2852	MPOH2853	MPOH2854	MPOH2855	MPOH2856	MPOH2857
MPOH2858	MPOH4307	MPOH4308	MPOH4309	MPOH4310	MPOH4311	MPOH4312
MPOH4313	MPOH5277	MPOH5278	MPOH5279	MPOH5280	MPOH5281	MPOH5282
MPOH5283	MPOH5520	MPOH5530	MPOH5531	MPOH5532	MPOH5533	MPOH5534
MPOH5535	MPOH5536	MPOH5537	MPOH5538	MPOH5539	MPOH5540	MPOH5541
MPOH5542	MPOH5543	MPOH5544	MPOH5545	MPOH5546	MPOH5547	MPOH5548
MPOH5549	MPOH5550	MPOH5551	MPOH5552	MPOH5553	MPOH5554	MPOH7020
MPOH7021	MPOH7022	MPOH7023	MPOH7024	MPOH7025	MPOH7026	MPOH7027
MPOH7028	MPOH7030	MPOH7960	MPOH7965	MPOH7966	MPOH7967	MPOH7968
MPOH7969	MPOH7970	MPOH7971	MPOH7972	MPOH7973	MPOH7974	MPOH7975
MPOH8638	MPOH8639	MPOH8640	MPOH8641	MPOH8642	MPOH8643	MPOH8644
MPOH8645	MPOH8646	MPOH8647	MPOH8648	MPOH8649	MPOH8650	MPOH8651
MPOH8652	MPOH8653	MPOH8654	MPOH8655	MPOH8656	MPOH8657	MPOH8658
MPOH8659	MPOH8677	MPOH8678	MPOH8679	MPOH8680	MPOH8682	MPOH8683
MPOH8684	MPOJ1796	MPOJ1797	MPOJ1798	MPOJ1799	MPOJ1800	MPOJ1801

TABLE 2—Continued

MPOJ1803	MPOJ1804	MPOJ1806	MPOJ1930	MPOJ1931	MPOJ1932	MPOJ1933
MPOJ1934	MPOJ1935	MPOJ1936	MPOJ1938	MPOJ1939	MPOJ1940	MPOJ1941
MPOJ1942	MPOJ1943	MPOJ1944	MPOJ1945	MPOJ1946	MPOJ1947	MPOJ1948
MPOJ1949	MPOJ1950	MPOJ1951	MPOJ1953	MPOJ1954	MPOJ1955	MPOJ1956
MPOJ1957	MPOJ1958	MPOJ2420	MPOJ2421	MPOJ2422	MPOJ2423	MPOJ2424
MPOJ2425	MPOJ2426	MPOJ2427	MPOJ2428	MPOJ2429	MPOJ2430	MPOJ2431
MPOJ2432	MPOJ2433	MPOJ2434	MPOJ2435	MPOJ2436	MPOJ2437	MPOJ2438
MPOJ2439	MPOJ2440	MPOJ2441	MPOJ2442	MPOJ2443	MPOJ2444	MPOJ2445
MPOJ2446	MPOJ2447	MPOJ2448	MPOJ2449	MPOJ2450	MPOJ4173	MPOJ4174
MPOJ5185	MPOJ5186	MPOJ6035	MPOJ6036	MPOJ6039	MPOJ6040	MPOJ6041
MPOJ6042	MPOJ6043	MPOJ6044	MPOJ6045	MPOJ6046	MPOJ6047	MPOJ6048
MPOJ6049	MPOJ6050	MPOJ6051	MPOJ6052	MPOJ6053	MPOJ6054	MPOJ6055
MPOJ6056	MPOJ6057	MPOJ6058	MPOJ6059	MPOJ6060	MPOJ6061	MPOJ6062
MPOJ6063	MPOJ6064	MPOJ6065	MPOJ6066	MPOJ6067	MPOJ6068	MPOJ6500
MPOJ6501	MPOJ6502	MPOJ6503	MPOJ6505	MPOJ6506	MPOJ6507	MPOJ6508
MPOJ6509	MPOJ6510	MPOJ6511	MPOJ6512	MPOJ6513	MPOJ6514	MPOJ6515
MPOJ6516	MPOJ6517	MPOJ7632	MPOJ7633	MPOJ7634	MPOJ7635	MPOJ7636
MPOJ7637	MPOJ7638	MPOJ7639	MPOJ7640	MPOJ7641	MPOJ7642	MPOJ7643
MPOJ8046	MPOJ8047	MPOJ8048	MPOJ8049	MPOJ8050	MPOJ8051	MPOJ9308
MPOJ9309	MPOJ9310	MPOJ9311	MPOJ9312	MPOJ9313	MPOJ9314	MPOJ9315
MPOK1233	MPOK1234	MPOK1235	MPOK1236	MPOK1237	MPOK1238	MPOK1239
MPOK1240	MPOK1824	MPOK1825	MPOK1826	MPOK1827	MPOK1828	MPOK1829
MPOK1830	MPOK1831	MPOK1832	MPOK2694	MPOK2695	MPOK3067	MPOK3068
MPOK3069	MPOK3070	MPOK3071	MPOK4659	MPOK4660	MPOK4661	MPOK4662
MPOK4663	MPOK4664	MPOK4665	MPOK4666	MPOK4667	MPOK5082	MPOK5083
MPOK5084	MPOK5085	MPOK5086	MPOK5087	MPOK5088	MPOK5520	MPOK5521
MPOK5522	MPOK5955	MPOK5956	MPOK5957	MPOK5958	MPOK5959	MPOK5960
MPOK5961	MPOK5962	MPOK5963	MPOK5964	MPOK6247	MPOK6248	MPOK6249
MPOK6250	MPOK6251	MPOK6252	MPOK6253	MPOK6254	MPOK6255	MPOK6256
MPOK6257	MPOK6715	MPOK6716	MPOK6823	MPOK6824	MPOK6825	MPOK6826
MPOK6827	MPOK6828	MPOK6829	MPOK6830	MPOK6831	MPOK7226	MPOK7227
MPOK7228	MPOK7229	MPOK7230	MPOK7231	MPOK7232	MPOK7233	MPOK7234
MPOM2128	MPOM2129	MPOM2130	MPOM2131	MPOM2132	MPOM2133	MPOM2134
MPOM2135	MPOM2136	MPOM2137	MPOM2138	MPOM2357	MPOM2358	MPOM2359
MPOM2360	MPOM2361	MPOM2362	MPOM2363	MPOM2364	MPOM2365	MPOM2366
MPOM2461	MPOM2462	MPOM5521	MPOM5522	MPOM5523	MPOM5524	MPOM5525
MPOM5526	MPOM5527	MPOM5528	MPOM5529	MPOM5530	MPOM5531	MPOM5532
MPOM5533	MPOM5534	MPOM5535	MPOM5536	MPOM5537	MPOM6151	MPOM6152
MPOM6153	MPOM6154	MPOM6155	MPOM6156	MPOM6157	MPOM6158	MPOM6159
MPOM6160	MPOM6161	MPOM6162	MPOM7087	MPOM7088	MPOM7089	MPOM7091
MPOM7092	MPOM7093	MPOM7094	MPOM7095	MPOM7096	MPOM7097	MPOM7098
MPOM7099	MPOM7100	MPOM7101	MPOM7102	MPOM7103	MPOM7104	MPOM7105
MPOM7106	MPOM7107	MPOM7108	MPOM7109	MPOM8297	MPOM8298	MPOM8299
MPOM8300	MPOM8301	MPOM8302	MPOM9246	MPOM9257	MPOM9258	MPOM9259
MPOM9260	MPOM9261	MPOM9262	MPOM9265	MPOM9721	MPOM9722	MPOM9723
MPON0051	MPON0052	MPON0053	MPON0055	MPON0056	MPON0057	MPON0058
MPON0059	MPON0060	MPON0061	MPON0062	MPON0063	MPON0064	MPON0065
MPON0066	MPON0067	MPON0068	MPON0069	MPON0073	MPON0074	MPON0075
MPON0076	MPON1077	MPON1078	MPON1079	MPON1080	MPON1081	MPON1082
MPON1084	MPON1085	MPON1086	MPON1087	MPON1088	MPON1089	MPON1090
MPON1091	MPON1092	MPON1093	MPON1094	MPON1095	MPON1096	MPON1097
MPON1098	MPON1099	MPON1100	MPON1642	MPON4250	MPON4252	MPON4254
MPON4255	MPON4256					

Initial Inspection

(1) If the spool has not already been inspected using one of the alert service bulletins (ASB's) or service bulletins (SB's)

listed in Column A of the following Table 3; OR a combination of one procedure from Column B AND one from Column C; OR a combination of one procedure from Column D AND one from Column E, inspect hub and

bore in accordance with alert service bulletin (ASB) CF6-50 72-A1108, Revision 4, dated June 6, 2001, and the following compliance times:

TABLE 3

CF6–50 SB No.	Procedures (70–32–XX) in standard practices manual GEK9250			
Column A	Column B	Column C	Column D	Column E
SB 72–888, Revision 3, dated January 31, 1991.	70–32–09, Revision 71, dated October 1, 1995.	70–32–10, Revision 71, dated October 1, 1995.	70–32–13, Temporary Re- vision (TR), 70–25, dated August 26, 1996.	70–32–14, TR, 70–26, dated August 26, 1996.
SB 72–888, Revision 4, dated March 28, 1991.	70–32–09, Revision 72, dated November 15, 1996.	70–32–10, Revision 72, dated November 15, 1996.	70–32–13, Revision 72, dated November 15, 1996.	70–32–14, Revision 72, dated November 15, 1996.

TABLE 3—Continued

CF6-50 SB No.	Procedures (70-32-XX) in standard practices manual GEK9250			
Column A	Column B	Column C	Column D	Column E
SB 72-888, Revision 5, dated November 7, 1994.	70-32-09, Revision 74, dated May 1, 1998.	70-32-10, Revision 74, dated May 1, 1998.	70-32-13, Revision 73, dated November 1, 1997.	70-32-14, Revision 73, dated November 1, 1997.
SB 72-888, Revision 6, dated December 22, 1995.	70-32-10, Revision 75, dated December 15, 1998.	70-32-13, Revision 75, dated December 15, 1998.	70-32-14, Revision 75, dated December 15, 1998.
SB 72-1000, Original, dated December 14, 1990.	70-32-13, TR 70-41, dated February 10, 1999.	70-32-14, TR 70-42, dated February 10, 1999.
SB 72-1000, Revision 1, dated March 28, 1991.	70-32-13, Revision 76, dated May 15, 1999.	70-32-14, Revision 76, dated May 15, 1999.
SB 72-1000, Revision 2, dated September 9, 1993.	70-32-17, TR 70-39, dated December 15, 1998.	70-32-18, TR 70-40, dated December 15, 1998.
SB 72-1000, Revision 3, dated December 22, 1995.	70-32-17, Revision 76, dated May 15, 1999.	70-32-18, Revision 76, dated May 15, 1999.
SB 72-1108, Original, dated November 6, 1995.	70-32-17, TR 70-47, dated October 28, 1999.	70-32-18, TR 70-48, dated October 28, 1999.
SB 72-1108, Revision 1, dated July 29, 1996.
ASB 72-A1108, Revision 2, dated October 28, 1999.
ASB 72-A1108, Revision 3, dated November 12, 1999.
ASB 72-A1108, Revision 4, dated June 6, 2001.

(i) For spools with greater than 3,500 cycles-since-new (CSN) on the effective date of this AD, inspect before further flight.

(ii) For spools with 3,500 or fewer CSN, on the effective date of this AD, inspect at the first piece-part exposure (PPE) after 1,000 CSN or by 3,500 CSN, whichever occurs earlier.

(2) For spools that have not been inspected in accordance with the requirements of ASB CF6-50 72-A1131, Revision 3, dated June 6, 2001, or an earlier revision of ASB 72-A1131 or SB 72-1131, inspect the web and hub-to-web transition areas in accordance with the requirements of ASB 72-A1131, Revision 3, dated June 6, 2001, at the first PPE after 1,000 CSN, but not later than 4,000 additional cycles in-service (CIS) after the effective date of this AD.

(3) For spools that have not been inspected in accordance with the requirements of ASB CF6-50 72-A1157, Revision 3, dated January 31, 2002, or an earlier revision of ASB 72-A1157, inspect the stage 3-5 dovetail slot bottoms in accordance with the requirements of ASB 72-A1157, Revision 3 dated January 31, 2002, at the earliest of:

(i) The first PPE after 1000 CSN, or
(ii) The first HPC rotor exposure after 1000 CSN, or

(iii) The next required inspection to ASB72-A1108, Revision 4, dated June 6, 2001.

Repetitive Inspection

(4) For spools that have already been inspected using one of the ASB's or SB's listed in Column A of Table 3; OR a combination of one procedure from Column

B AND one from Column C; OR a combination of one procedure from Column D AND one from Column E, reinspect the hub and bore in accordance with the requirements of ASB 72-A1108, Revision 4, dated June 6, 2001, and the stage 3-5 dovetail slot bottoms in accordance with ASB 72-A1157, Revision 3, dated January 31, 2002, at the earliest of:

(i) Each PPE with more than 1,000 cycles-since-last-inspection (CSLI) and 3,500 CSN, or

(ii) From July 29, 2001 through January 27, 2003, before the cycle limits of Table 4.

TABLE 4

CSN at last inspection	Reinspect by
(A) 6,000 or fewer CSN	3,500 CSLI
(B) 6,001 to 7,000 CSN	9,500 CSN
(C) 7,001 to 8,000 CSN	2,500 CSLI
(D) 8,001 to 8,500 CSN	10,500 CSN
(E) 8,501 or more CSN	2,000 CSLI

(iii) After January 27, 2003, before the cycle limits of Table 5.

TABLE 5

CSN at last inspection	Reinspect by
(A) 5,000 or fewer CSN	3,500 CSLI
(B) 5,001 to 5,500 CSN	8,500 CSN
(C) 5,501 to 6,500 CSN	3,000 CSLI
(D) 6,501 to 7,000 CSN	9,500 CSN
(E) 7,001 to 8,000 CSN	2,500 CSLI
(F) 8,001 to 8,500 CSN	10,500 CSN

TABLE 5—Continued

CSN at last inspection	Reinspect by
(G) 8,501 or more CSN	2,000 CSLI

(5) If inspection findings equal or exceed the reject limits established by ASB 72-A1108, Revision 4, dated June 6, 2001, or ASB 72-A1131, Revision 3, dated June 6, 2001, or ASB 72-A1157, Revision 3, dated January 31, 2002; replace spool before further flight.

CF6-50 13-inch billet spools

(b) For CF6 HPC Rotor Stage 3-9 Spool, P/N's 9136M89G03, 9136M89G07, 9136M89G09, 9136M89G17, 9136M89G18, 9253M85G01, and 9136M89G08 with serial numbers that are not listed in Table 2, do the following:

Initial Inspection

(1) If the spool has greater than 7,000 CSN on the effective date of this AD and has not already been inspected using one of the ASB's or SB's listed in Column A of Table 3; OR a combination of one procedure from Column B AND one from Column C; OR a combination of one procedure from Column D AND one from Column E, inspect hub and bore in accordance with ASB CF6-50 72-A1108, Revision 4, dated June 6, 2001 before further flight.

(2) If the spool has 7,000 or fewer CSN on the effective date of this AD and has not already been inspected using one of the ASB's or SB's listed in Column A of Table

3; OR a combination of one procedure from Column B AND one from Column C; OR a combination of one procedure from Column D AND one from Column E, inspect hub and bore in accordance with ASB CF6–50 72–A1108, Revision 4, dated June 6, 2001, by the earliest of:

- (i) The first PPE after 1,000 CSN, or
- (ii) The first engine shop visit (ESV) after 4,000 CSN, or
- (iii) From July 29, 2001, through January 27, 2003, before 7,000 CSN, and after January 27, 2003, before 4,000 CSN.

(3) For spools that have not been inspected in accordance with the requirements of ASB 72–A1131, Revision 3, dated June 6, 2001, or an earlier revision of ASB 72–A1131, or SB 72–1131, inspect the web and hub-to-web transition areas in accordance with the requirements of ASB 72–A1131, Revision 3, dated June 6, 2001, by the earlier of:

- (i) The first PPE after 1,000 CSN, or
- (ii) Within 4,000 additional CIS after the effective date of this AD.

(4) For spools that have not been inspected in accordance with the requirements of ASB 72–A1157, Revision 3, dated January 31, 2002, or an earlier revision of ASB 72–A1157, inspect the stage 3–5 dovetail slot bottoms in accordance with the requirements of ASB 72–A1157, Revision 3, dated January 31, 2002, by the earlier of:

- (i) The first PPE after 1,000 CSN, or
- (ii) Within 4,000 additional CIS after the effective date of this AD.

Repetitive Inspection

(5) For spools that have already been inspected using one of the ASB's or SB's listed in Column A of Table 3; OR a combination of one procedure from Column B AND one from Column C; OR a combination of one procedure from Column D AND one from Column E, reinspect the hub and bore in accordance with the requirements of ASB 72–A1108, Revision 4, dated June 6, 2001, at the earliest of:

- (i) Each PPE with more than 1,000 CSLI and 4,000 CSN, or
- (ii) Each ESV with more than 2,000 CSLI and 4,000 CSN, or
- (iii) Before 4,000 CSLI.

(6) If inspection findings equal or exceed the reject limits established by ASB 72–A1108, Revision 4, dated June 6, 2001; or ASB 72–A1131, Revision 3, dated June 6, 2001; or ASB 72–A1157, Revision 3, dated January 31, 2002; replace spool before further flight.

CF6–50 9&10-inch billet spools

(c) For CF6 HPCR stage 3–9 spool, P/N's 9136M89G19, 9136M89G21, 9136M89G22 and 9136M89G27, do the following:

Initial Inspection

(1) If the spool has greater than 7,000 CSN on the effective date of this AD and has not already been inspected using one of the ASB's or SB's listed in Column A of Table 3; OR a combination of one procedure from Column B and one from Column C; OR a combination of one procedure from Column D and one from Column E, inspect the hub and bore in accordance with ASB CF6–50

72–A1108, Revision 4, dated June 6, 2001 before further flight.

(2) If the spool has 7,000 or fewer CSN on the effective date of this AD, and has not already been inspected using one of the ASB's or SB's listed in Column A of Table 3; OR a combination of one procedure from Column B and one from Column C; OR a combination of one procedure from Column D and one from Column E, inspect the hub and bore in accordance with ASB CF6–50 72–A1108, Revision 4, dated June 6, 2001, at the earliest of:

- (i) The first PPE after 1,000 CSN, or
- (ii) The first ESV after 3,000 CSN, or
- (iii) From July 29, 2001 through January 27, 2003, before 7,000 CSN, and after January 27, 2003, before 3,500 CSN.

(3) For spools that have not been inspected in accordance with the requirements of ASB 72–A1131, Revision 3, dated June 6, 2001, or an earlier revision of ASB 72–A1131, or SB 72–1131, inspect the web and hub-to-web transition areas in accordance with the requirements of ASB 72–A1131, Revision 3, dated June 6, 2001, at the earlier of:

- (i) The first PPE after 1,000 CSN, or
- (ii) Within 4,000 additional CIS after the effective date of this AD.

(4) For spools that have not been inspected in accordance with the requirements of ASB 72–A1157, Revision 3, dated January 31, 2002, or an earlier revision of ASB 72–A1157, inspect the stage 3–5 dovetail slot bottom in accordance with the requirements of ASB 72–A1157, Revision 3, dated January 31, 2002, at the earlier of:

- (i) The first PPE after 1,000 CSN, or
- (ii) Within 4,000 additional CIS after the effective date of this AD.

Repetitive Inspection

(5) For spools that have already been inspected using one of the ASB's or SB's listed in Column A of Table 3; OR a combination of one procedure from Column B and one from Column C; OR a combination of one procedure from Column D and one from Column E, reinspect the hub and bore in accordance with the requirements of ASB 72–A1108, Revision 4, dated June 6, 2001, at the earliest of:

- (i) Each PPE with more than 1,000 CSLI and 3,500 CSN, or
- (ii) From July 29, 2001, through January 27, 2003, before the cycle limits of the following Table 6, or:

TABLE 6

CSN at last inspection	Reinspect by
(A) 3,500 or fewer CSN	7,000 CSN
(B) 3,501 to 6,000 CSN	3,500 CSLI
(C) 6,001 to 7,000 CSN	9,500 CSN
(D) 7,001 to 8,000 CSN	2,500 CSLI
(E) 8,001 to 8,500 CSN	10,500 CSN
(F) 8,501 or more CSN	2,000 CSLI

(iii) After January 27, 2003, before the cycle limits of Table 5.

(6) If inspection findings equal or exceed the reject limits established by ASB 72–A1108, Revision 4, dated June 6, 2001; or ASB 72–A1131, Revision 3, dated June 6,

2001; or ASB 72–A1157, Revision 3, dated January 31, 2002; replace spool before further flight.

(7) After the effective date of this AD, do not install any engine that has an HPCR stage 3–9 spool, P/N's 9136M89G19, 9136M89G21, 9136M89G22 and 9136M89G27, installed where the spool has 10,500 or more CSN.

CF6–508-inch billet 2-piece spools

(d) For CF6 HPCR stage 3–9 spool, P/N 9136M89G29, do the following:

(1) If the spool has not already been inspected using one of the ASB's or SB's listed in Column A of Table 3; OR a combination of one procedure from Column B and one from Column C; OR a combination of one procedure from Column D and one from Column E, inspect hub and bore in accordance with ASB CF6–50 72–A1108, Revision 4, dated June 6, 2001, at the earlier of:

- (i) The first PPE after 1,000 CSN, or
- (ii) The first ESV after 6,000 CSN.

(2) For spools that have not been inspected in accordance with the requirements of ASB 72–A1131, Revision 3, dated June 6, 2001, or an earlier revision of ASB 72–A1131, or SB 72–1131, inspect the web and hub-to-web transition areas in accordance with the requirements of ASB 72–A1131, Revision 3, dated June 6, 2001, at the earlier of:

- (i) The first PPE after 1,000 CSN, or
- (ii) The first ESV after 6,000 CSN.

(3) For spools that have not been inspected in accordance with the requirements of ASB 72–A1157, Revision 3, dated January 31, 2002, or an earlier revision of ASB 72–A1157, inspect the stage 3–5 dovetail slot bottom in accordance with the requirements of ASB 72–A1157, Revision 3, dated January 31, 2002, at the earlier of:

- (i) The first PPE after 1,000 CSN, or
- (ii) The first ESV after 6,000 CSN.

(4) If inspection findings equal or exceed the reject limits established by ASB 72–A1108, Revision 4, dated June 6, 2001; or ASB 72–A1131, Revision 3, dated June 6, 2001; or ASB 72–A1157, Revision 3, dated January 31, 2002; replace spool before further flight.

CF6–80A 16-inch billet spools

(e) For CF6 HPCR stage 3–9 spool, P/N's 9136M89G10 with SN's MPOM0054, MPOM7090, MPOM8303, MPOM8304, MPOM9263, MPOM9264, MPON0054, MPON0071, MPON0072, MPON1643, MPON4251, or MPON4253, do the following:

Initial Inspection

(1) If the spool has not already been inspected using one of the ASB's or SB's listed in Column A of the following Table 7; OR a combination of one procedure from Column B and one from Column C; OR a combination of one procedure from Column D and one from Column E, inspect hub and bore in accordance with ASB 72 A0678, Revision 4, dated June 6, 2001, and the following compliance times:

TABLE 7

CF6-80A SB No.	Procedures (70-32-XX) in standard practices manual GEK9250			
Column A	Column B	Column C	Column D	Column E
SB 72-500, Revision 3, dated March 19, 1991	70-32-09, Revision 71, dated October 1, 1995	70-32-10, Revision 71, dated October 1, 1995	70-32-13, Temporary Revision (TR), 70-25, dated August 26, 1996	70-32-14, TR 70-26, dated August 26, 1996
SB 72-500, Revision 4, dated July 1, 1991	70-32-09, Revision 72, dated November 15, 1996	70-32-10, Revision 72, dated November 15, 1996	70-32-13, Revision 72, dated November 15, 1996	70-32-14, Revision 72, dated November 15, 1996
SB 72-500, Revision 5, dated November 7, 1994	70-32-09, Revision 74, dated May 1, 1998	70-32-10, Revision 74, dated May 1, 1998	70-32-13, Revision 73, dated November 1, 1997	70-32-14, Revision 73, dated November 1, 1997
SB 72-500, Revision 6, dated December 22, 1995		70-32-10, Revision 75, dated December 15, 1998	70-32-13, Revision 75, dated December 15, 1998	70-32-14, Revision 75, dated December 15, 1998
SB 72-583, Original, dated December 20, 1990			70-32-13, TR 70-41, dated February 10, 1999	70-32-14, TR 70-42, dated February 10, 1999
SB 72-583, Revision 1, dated March 18, 1991			70-32-13, Revision 76, dated May 15, 1999	70-32-14, Revision 76, dated May 15, 1999
SB 72-583, Revision 2, dated July 15, 1991			70-32-17, TR 70-39, dated December 15, 1998	70-32-18, TR 70-40, dated December 15, 1998
SB 72-583, Revision 3, dated July 24, 1991			70-32-17, Revision 76, dated May 15, 1999	70-32-18, Revision 76, dated May 15, 1999
SB 72-583, Revision 4, dated September 15, 1993			70-32-17, TR 70-47, dated October 28, 1999	70-32-18, TR 70-48, dated October 28, 1999
SB 72-583, Revision 5, dated December 22, 1995				
SB 72-678, Original, dated November 6, 1995				
SB 72-678, Revision 1, dated July 29, 1996				
ASB 72-A678, Revision 2, dated October 28, 1999				
ASB 72-A678, Revision 3, dated November 12, 1999				
ASB 72-A0678, Revision 4, dated June 6, 2001				

(i) For spools with greater than 3,500 CSN on the effective date of this AD, inspect before further flight.

(ii) For spools with 3,500 or fewer CSN on the effective date of this AD, inspect at the first PPE after 1,000 CSN or within 3,500 CSN, whichever occurs earlier.

(2) For spools that have not been inspected in accordance with the requirements of ASB 72-A0691, Revision 4, dated June 6, 2001, or an earlier revision of ASB 72-A0691, or SB 72-0691, inspect the web and hub-to-web transition areas in accordance with the requirements of ASB 72-A0691, Revision 4, dated June 6, 2001, at the earlier of:

(i) The first PPE after 1,000 CSN, or
(ii) Within 4,000 additional CIS accumulated after the effective date of this AD.

(3) For spools that have not been inspected in accordance with the requirements of ASB 72-A0719, Revision 4, dated January 31, 2002, or an earlier revision of ASB 72-A0719, inspect the stage 3-5 dovetail slot bottom in accordance with the requirements of ASB 72-A0719, Revision 4, dated January 31, 2002, at the earliest of:

(i) The first PPE after 1,000 CSN, or
(ii) The first HPCR exposure after 1,000 CSN, or

(iii) The next required inspection to ASB 72-A0678, Revision 4, dated June 6, 2001.

Repetitive Inspections

(4) For spools that have already been inspected using one of the ASB's or SB's listed in Column A of Table 7; OR a combination of one procedure from Column B AND one from Column C; OR a combination of one procedure from Column D AND one from Column E, reinspect the hub and bore in accordance with the requirements of ASB 72-A0678, Revision 4, dated June 6, 2001; and the dovetail slot bottoms in accordance with the requirements of ASB 72-A0719, Revision 4, dated January 31, 2002, at the earliest of:

(i) Each PPE with more than 1,000 CSLI and 3,500 CSN, or

(ii) From July 29, 2001 through January 27, 2003 before the cycle limits of Table 4, or

(iii) After January 27, 2003, before the cycle limits of Table 5.

(5) If inspection findings equal or exceed the reject limits established by ASB 72-A0678, Revision 4, dated June 6, 2001; or ASB 72-A0691, Revision 4, dated June 6, 2001; or ASB A0719, Revision 4, dated January 31, 2002; replace spool before further flight.

(6) After the effective date of this AD, do not install any engine that has an HPCR stage 3-9 spool P/N 9136M89G10 with serial numbers (SN's) MPOM0054, MPOM7090, MPOM8303, MPOM8304, MPOM9263, MPOM9264, MPON0054, MPON0071, MPON0072, MPON1643, MPON4251, or MPON4253, installed where the spool has 10,500 or more CSN.

CF6-80A 13-inch billet spools

(f) For all other CF6 HPCR stage 3-9 spools, P/N 9136M89G10, with SN's that are not listed in paragraph (e) of this AD, and P/N 9136M89G11, do the following:

Initial Inspection

(1) If the spool has greater than 7,000 CSN on the effective date of this AD and has not already been inspected using one of the ASB's or SB's listed in Column A of Table 7; OR a combination of one procedure from Column B AND one from Column C; OR a combination of one procedure from Column D AND one from Column E, inspect hub and bore in accordance with ASB CF6-50 72-A0678, Revision 4, dated June 6, 2001 before further flight.

(2) If the spool has 7,000 or fewer CSN on the effective date of this AD and has not already been inspected using one of the

ASB's or SB's listed in Column A of Table 7; OR a combination of one procedure from Column B AND one from Column C; OR a combination of one procedure from Column D AND one from Column E, inspect hub and bore in accordance with ASB CF6-50 72-A0678, Revision 4, dated June 6, 2001, at the earliest of:

- (i) The first PPE after 1,000 CSN, or
- (ii) The first ESV after 5,000 CSN or
- (iii) From July 29, 2001, through January 27, 2003 before 7,000 CSN, and after January 27, 2003, before 5,000 CSN.

(3) For spools that have not been inspected in accordance with the requirements of ASB 72-A0691, Revision 4, dated June 6, 2001, or an earlier revision of ASB 72-A0691, or SB 72-0691, inspect the web and hub-to-web transition areas in accordance with the requirements of ASB 72-A0691, Revision 4, dated June 6, 2001, at the earlier of:

- (i) The first PPE after 1,000 CSN, or
- (ii) Within 4,000 additional CIS after the effective date of this AD.

(4) For spools that have not been inspected in accordance with the requirements of ASB 72-A0719, Revision 4, dated January 31, 2002, or an earlier revision of ASB 72-A0719 inspect the dovetail slot bottom in accordance with the requirements of ASB 72-A0719, Revision 4, dated January 31, 2002, at the earlier of:

- (i) The first PPE after 1,000 CSN, or
- (ii) Within 4,000 additional CIS after the effective date of this AD.

Repetitive Inspection

(5) Spools installed in CF6-80A1 and CF6-80A3 engines that were inspected using one of the ASB's or SB's listed in Column A of Table 7; OR a combination of one procedure from Column B AND one from Column C; OR a combination of one procedure from Column D AND one from Column E, inspect hub and bore in accordance with alert ASB CF6-50 72-A0678, Revision 4, dated June 6, 2001, at the earliest of:

- (i) Each PPE with more than 1,000 CSLI and 5,000 CSN, or
- (ii) Each ESV with more than 2,000 CSLI and 5,000 CSN, or
- (iii) Within 4,000 CSLI and more than 5,000 CSN.

(6) Spools installed in CF6-80A and CF6-80A2 engines previously inspected using one of the ASB's or SB's listed in Column A of Table 7; OR a combination of one procedure from Column B AND one from Column C; OR a combination of one procedure from Column D AND one from Column E, inspect hub and bore in accordance with ASB CF6-50 72-A0678, Revision 4, dated June 6, 2001, at the earliest of:

- (i) Each PPE with more than 1,000 CSLI and 5,000 CSN, or
- (ii) Each ESV with more than 1,500 CSLI and 5,000 CSN, or
- (iii) Within 4,000 CSLI and more than 5,000 CSN.

(7) If inspection findings equal or exceed the reject limits established by ASB 72-A0678, Revision 4, dated June 6, 2001; or ASB 72-A0691, Revision 4, dated June 6, 2001; or ASB A0719, Revision 4, dated January 31, 2002; replace spool before further flight.

CF6-80A 9 and 10-inch billet spools

(g) For CF6 HPCR stage 3-9 spools, P/N's 9136M89G20, 9136M89G21, 9136M89G22 and 9136M89G27, do the following:

Initial Inspection

(1) If the spool has greater than 7,000 CSN on the effective date of this AD and has not already been inspected using one of the ASB's or SB's listed in Column A of Table 7; OR a combination of one procedure from Column B AND one from Column C; OR a combination of one procedure from Column D AND one from Column E, inspect hub and bore in accordance with ASB CF6-50 72-A0678, Revision 4, dated June 6, 2001 before further flight.

(2) If the spool has 7,000 or fewer CSN on the effective date of this AD and has not already been inspected using one of the ASB's or SB's listed in Column A of Table 7; OR a combination of one procedure from Column B AND one from Column C; OR a combination of one procedure from Column D AND one from Column E, inspect hub and bore in accordance with ASB CF6-50 72-A0678, Revision 4, dated June 6, 2001, at the earliest of:

- (i) The first PPE after 1,000 CSN, or
- (ii) The first ESV after 3,000 CSN or
- (iii) From July 29, 2001, through January 27, 2003, before 7,000 CSN, and after January 27, 2003, before 5,000 CSN.

(3) For spools that have not been inspected in accordance with the requirements of ASB 72-A0691, Revision 4, dated June 6, 2001, or an earlier revision of ASB 72-A0691, or SB 72-0691, inspect the web and hub-to-web transition areas in accordance with the requirements of ASB 72-A0691, Revision 4, dated June 6, 2001, at the earlier of:

- (i) The first PPE after 1,000 CSN, or
- (ii) Within 4,000 additional CIS after the effective date of this AD.

(4) For spools that have not been inspected in accordance with the requirements of ASB 72-A0719, Revision 4, dated January 31, 2002, or an earlier revision of ASB 72-A0719 inspect the dovetail slot bottom in accordance with the requirements of ASB 72-A0719, Revision 4, dated January 31, 2002, at the earlier of:

- (i) The first PPE after 1,000 CSN, or
- (ii) Within 4,000 additional CIS after the effective date of this AD.

Repetitive Inspection

(5) For spools that have already been inspected using one of the ASB's or SB's listed in Column A of Table 7; OR a combination of one procedure from Column B AND one from Column C; OR a combination of one procedure from Column D AND one from Column E, inspect hub and bore in accordance with ASB CF6-50 72-A0678, Revision 4, dated June 6, 2001, at the earliest of:

- (i) Each PPE with more than 1,000 CSLI and 5,000 CSN, or
- (ii) From July 29, 2001 through January 27, 2003, before the cycle limits of Table 6.
- (iii) After January 27, 2003, before the cycle limits of the following Table 8:

TABLE 8

CSN at last inspection	Reinspect by
(A) 1,500 or fewer CSN	5,000 CSN
(B) 1,501 to 5,000 CSN	3,500 CSLI
(C) 5,001 to 5,500 CSN	8,500 CSN
(D) 5,501 to 6,501 CSN	3,000 CSLI
(E) 6,501 to 7,000 CSN	9,500 CSN
(F) 7,001 to 8,000 CSN	2,500 CSLI
(G) 8,001 to 8,500 CSN	10,500 CSN
(H) 8,501 or more CSN	2,000 CSLI

(6) If inspection findings equal or exceed the reject limits established by ASB 72-A0678, Revision 4, dated June 6, 2001; or ASB 72-A0691, Revision 4, dated June 6, 2001; or ASB A0719, Revision 4, dated January 31, 2002; replace spool before further flight.

(7) After the effective date of this AD, do not install any engine that has an HPCR stage 3-9 spool, P/N's 9136M89G20, 9136M89G21, 9136M89G22 and 9136M89G27, installed where the spool has 10,500 or more CSN.

CF6-80A 8-Inch Billet 2-Piece Spools

(h) For CF6 HPCR stage 3-9 spool, P/N 9136M89G28, do the following:

(1) If the spool has not already been inspected using one of the ASB's or SB's listed in Column A of Table 7; OR a combination of one procedure from Column B AND one from Column C; OR a combination of one procedure from Column D AND one from Column E, inspect hub and bore in accordance with ASB 72-A0678, Revision 4, dated June 6, 2001, at the earlier of:

- (i) The first PPE after 1,000 CSN, or
- (ii) The first ESV after 6,000 CSN.

(2) For spools that have not been inspected in accordance with the requirements of ASB 72-A0691, Revision 4, dated June 6, 2001, or an earlier revision of ASB 72-A0691, or SB 72-0691, inspect the web and hub-to-web transition areas in accordance with the requirements of ASB 72-A0691, Revision 4, dated June 6, 2001, at the earlier of:

- (i) The first PPE after 1,000 CSN, or
- (ii) The first ESV after 6,000 CSN.

(3) For spools that have not been inspected in accordance with the requirements of ASB 72-A0719, Revision 4, dated January 31, 2002, or an earlier revision of ASB 72-A0719 inspect the stage 3-5 dovetail slot bottom in accordance with the requirements of ASB 72-A0719, Revision 4, dated January 31, 2002, at the earlier of:

- (i) The first PPE after 1,000 CSN, or
- (ii) The first ESV after 6,000 CSN.

(4) If inspection findings equal or exceed the reject limits established by ASB 72-A0678, Revision 4, dated June 6, 2001; or ASB 72-A0691, Revision 4, dated June 6, 2001; or ASB 72-A0719, Revision 4, dated January 31, 2002; replace spool before further flight.

CF6-80C2 13-inch billet spools

(i) For CF6 HPCR stage 3-9 spool, P/N's 1781M52P01, 1854M95P02, 1854M95P05 and 9380M28P05, do the following:

Initial Inspection

(1) If the spool has not already been inspected using one of the ASB's or SB's

listed in Column A of the following Table 9; OR a combination of one procedure from Column B and one from Column C; OR a

combination of one procedure from Column D and one from Column E, inspect hub and bore in accordance with ASB 72-A0812,

Revision 3, dated June 6, 2001, and the following compliance times:

TABLE 9

CF6-80C2 SB No.	Procedures (70-32-XX) in standard practices manual GEK9250			
Column A	Column B	Column C	Column D	Column E
SB 72-418, Revision 2, May 14, 1991	70-32-09, Revision 71, dated October 1, 1995	70-32-10, Revision 71, dated October 1, 1995	70-32-13, Temporary Revision (TR), 70-25, dated August 26, 1996	70-32-14, TR 70-26, dated August 26, 1996
SB 72-418, Revision 3, November 7, 1994	70-32-09, Revision 72, dated November 15, 1996	70-32-10, Revision 72, dated November 15, 1996	70-32-13, Revision 72, dated November 15, 1996	70-32-14, Revision 72, dated November 15, 1996
SB 72-418, Revision 4, December 22, 1995	70-32-09, Revision 74, dated May 1, 1998	70-32-10, Revision 74, dated May 1, 1998	70-32-13, Revision 73, dated November 1, 1997	70-32-14, Revision 73, dated November 1, 1997
SB 72-758, Original, dated November 7, 1994		70-32-10, Revision 75, dated December 15, 1998	70-32-13, Revision 75, dated December 15, 1998	70-32-14, Revision 75, dated December 15, 1998
SB 72-758, Revision 1, dated December 22, 1995			70-32-13, TR 70-41, dated February 10, 1999	70-32-14, TR 70-42, dated February 10, 1999
SB 72-812, Original, dated November 6, 1995			70-32-13, Revision 76, dated May 15, 1999	70-32-14, Revision 76, dated May 15, 1999
SB 72-812, Revision 1, dated January 30, 1998			70-32-17, TR 70-39, dated December 15, 1998	70-32-18, TR 70-40, dated December 15, 1998
ASB 72-A0812, Revision 2, dated October 28, 1999			70-32-17, Revision 76, dated May 15, 1999	70-32-18, Revision 76, dated May 15, 1999
ASB 72-A0812, Revision 3, dated June 6, 2001			70-32-17, TR 70-47, dated October 28, 1999	70-32-18, TR 70-48, dated October 28, 1999

(i) For spools with greater than 3,500 CSN on the effective date of this AD, inspect before further flight.

(ii) For spools with 3,500 or fewer CSN on the effective date of this AD, inspect at the first PPE after 1,000 CSN or before 3,500 CSN, whichever occurs earlier.

(2) For spools that have not been inspected in accordance with the requirements of ASB 72-A0848, Revision 7, dated June 6, 2001, or an earlier revision of ASB 72-A0848, or SB 72-0848, inspect the web and hub-to-web transition areas in accordance with the requirements of ASB 72-A0848, Revision 7, dated June 6, 2001, at the earliest of:

(i) The first PPE after 1000 CSN, or

(ii) The next required inspection to ASB 72-A0812, Revision 3, dated June 6, 2001, or

(iii) From July 29, 2001 through January 27, 2003, before 7,000 CSN, and after January 27, 2003, before 3,500 CSN.

(3) For spools that have not been inspected in accordance with the requirements of ASB 72-A0934, Revision 3, dated January 31, 2002, or an earlier revision of ASB 72-A0934, inspect the stage 3-5 dovetail slot bottom in accordance with the requirements of ASB 72-A0934, Revision 3, dated January 31, 2002, at the earliest of:

(i) The first PPE after 1,000 CSN, or

(ii) The first HPCR exposure after 1,000 CSN, or

(iii) The next required inspection to ASB 72-A0812, Revision 3, dated June 6, 2001

Repetitive Inspection

(4) For spools that have already been inspected using one of the ASB's or SB's listed in Column A of Table 9; OR a combination of one procedure from Column

B AND one from Column C; OR a combination of one procedure from Column D AND one from Column E, inspect the hub and bore in accordance with ASB 72-A812, Revision 3, dated June 6, 2001, the web and hub-to-web transition areas in accordance with ASB 72-A0848, Revision 7, dated June 6, 2001, and the stage 3-5 dovetail slot bottoms in accordance with ASB 72-A0934 Revision 3, dated January 31, 2002, at the earliest of:

(i) Each PPE with more than 1,000 CSLI and 3,500 CSN, or

(ii) From July 29, 2001, through January 27, 2003, before the cycle limits of Table 4.

(iii) After January 27, 2003, before the cycle limits of Table 5.

(5) If inspection findings equal or exceed the reject limits established by ASB 72-A0812, Revision 3, dated June 6, 2001, or ASB 72-A0848, Revision 7, dated June 6, 2001, or ASB 72-A0934, Revision 3, dated January 31, 2002; replace spool before further flight.

(6) After the effective date of this AD, do not install any engine that has an HPCR stage 3-9 spool, P/N's 1781M52P01, 1854M95P02, 1854M95P05 and 9380M28P05, installed where the spool has 10,500 or more CSN.

CF6-80C2 9&10-inch billet spools

(j) For CF6 HPCR stage 3-9 spool, P/Ns 1333M66G01, 1333M66G03, 1333M66G07, 1333M66G09, 1781M53G01, 1854M95P01, 1854M95P03, 1854M95P04, 1854M95P06 and 1854M95P07, do the following:

Initial Inspection

(1) If the spool has greater than 7,000 CSN on the effective date of this AD and has not

already been inspected using one of the ASB's or SB's listed in Column A of Table 9; OR a combination of one procedure from Column B AND one from Column C; OR a combination of one procedure from Column D AND one from Column E, and if the spool has not been inspected in accordance with ASB 72-A0848, Revision 7, dated June 6, 2001, or an earlier revision of ASB 72-A0848, or SB 72-0848, inspect the hub and bore in accordance with ASB CF6-50 72-A0812, Revision 3, dated June 6, 2001; and the web and hub-to-web transition areas in accordance with ASB 72-A0848, Revision 7, dated June 6, 2001, before further flight.

(2) If the spool has 7,000 or fewer CSN on the effective date of this AD, and has not already been inspected using one of the ASB's or SB's listed in Column A of Table 9; OR a combination of one procedure from Column B AND one from Column C; OR a combination of one procedure from Column D AND one from Column E, and if the spool has not been inspected in accordance with ASB 72-A0848, Revision 7, dated June 6, 2001, or an earlier revision of ASB 72-A0848, or SB 72-0848, inspect the hub and bore in accordance with ASB CF6-50 72-A0812, Revision 3, dated June 6, 2001; and the web and hub-to-web transition areas in accordance with ASB 72-A0848, Revision 7, dated June 6, 2001, at the earliest of:

(i) The first PPE after 1,000 CSN, or

(ii) The first ESV after 3,000 CSN, or

(iii) From July 29, 2001, through January 27, 2003, before 7,000 CSN, and after January 27, 2003, before 3,500 CSN.

(3) For spools that have not been inspected in accordance with the requirements of ASB 72-A0934, Revision 3, dated January 31,

2002, or an earlier revision of ASB 72–A0934, inspect the stage 3–5 dovetail slot bottom in accordance with the requirements of ASB 72–A0934, Revision 3, dated January 31, 2002, at the earlier of:

- (i) The first PPE after 1,000 CSN, or
- (ii) Within 4,000 additional CIS after the effective date of this AD.

Repetitive Inspection

(4) For spools that have already been inspected using one of the ASB's or SB's listed in Column A of Table 9; OR a combination of one procedure from Column B AND one from Column C; OR a combination of one procedure from Column D AND one from Column E, inspect the hub and bore in accordance with the requirements of ASB 72–A0812, Revision 3, dated June 6, 2001, and the web and hub-to-web transition areas in accordance with ASB 72–A0848, Revision 7, dated June 6, 2001, at the earlier of:

- (i) Each PPE with more than 1,000 CSLI and 3,500 CSN, or
- (ii) From July 29, 2001, through January 27, 2003, before the cycle limits of Table 6, and after January 27, 2003, before the cycle limits of Table 5.

(5) If inspection findings equal or exceed the reject limits established by ASB 72–A0812, Revision 3, dated June 6, 2001, or ASB 72–A0848, Revision 7, dated June 6, 2001, or ASB 72–A0934, Revision 3, dated January 31, 2002; replace spool before further flight.

(6) After the effective date of this AD, do not install any engine that has an HPCR stage

3–9 spool, P/N's 1333M66G01, 1333M66G03, 1333M66G07, 1333M66G09, 1781M53G01, 1854M95P01, 1854M95P03, 1854M95P04, 1854M95P06 and 1854M95P07, installed where the spool has 10,500 or more CSN.

CF6–80C2 8-inch billet 2-piece spools

(k) For CF6 HPCR stage 3–9 spool, P/N's 1333M66G10 and 1854M95P08, do the following:

(1) If the spool has not already been inspected using one of the ASB's or SB's listed in Column A of Table 9; OR a combination of one procedure from Column B AND one from Column C; OR a combination of one procedure from Column D AND one from Column E, inspect hub and bore in accordance with ASB 72–A0812, Revision 3, dated June 6, 2001, at the earlier of:

- (i) The first PPE after 1,000 CSN, or
 - (ii) The first ESV after 6,000 CSN.
- (2) For spools that have not been inspected in accordance with the requirements of ASB 72–A0848, Revision 7, dated June 6, 2001, or an earlier revision of ASB 72–A0848, or SB 72–0848, inspect the web and hub-to-web transition areas in accordance with the requirements of ASB 72–A0848, Revision 7, dated June 6, 2001, at the earlier of:

- (i) The first PPE after 1,000 CSN, or
 - (ii) The first ESV after 6,000 CSN.
- (3) For spools that have not been inspected in accordance with the requirements of ASB 72–A0934, Revision 3, dated January 31, 2002, or an earlier revision of ASB 72–A0934, inspect the stage 3–5 dovetail slot bottom in accordance with the requirements

of ASB 72–A0934, Revision 3, dated January 31, 2002, at the earlier of:

- (i) The first PPE after 1,000 CSN, or
 - (ii) The first ESV after 6,000 CSN.
- (4) If inspection findings equal or exceed the reject limits established by ASB 72–A0812, Revision 3, dated June 6, 2001, or ASB 72–A0848, Revision 7, dated June 6, 2001, or ASB 72–A0934, Revision 3, dated January 31, 2002; replace spool before further flight.

CF6–80E1 9&10-inch billet spools

(1) For CF6 HPCR stage 3–9 spool, P/N's 1669M22G01, 1669M22G03, 1782M22G01 and 1782M22G02, do the following:

Initial Inspection

(1) If the spool has greater than 7,000 CSN and has not already been inspected using one of the ASB's listed in Column A of the following Table 10; OR a combination AND of one procedure from Column B AND one from Column C; OR a combination of one procedure from Column D AND one from Column E, and if the spool has not been inspected in accordance with ASB 72–A0126, Revision 5, dated June 6, 2001, or an earlier revision of ASB 72–A0126, or SB 72–0126, inspect the hub and bore in accordance with ASB CF6–50 72–A0135, Revision 2, dated June 6, 2001; and the web and hub-to-web transition areas in accordance with ASB 72–A0126, Revision 5, dated June 6, 2001, before further flight.

TABLE 10

CF6–80E1 SB No.	Procedures (70–32–XX) in standard practices manual GEK9250			
Column A	Column B	Column C	Column D	Column E
ASB 72–A0135, dated August 13, 1998	70–32–09, Revision 71, dated October 1, 1995	70–32–10, Revision 71, dated October 1, 1995	70–32–13, Temporary Revision (TR), 70–25, dated August 26, 1996	70–32–14, TR 70–26, dated August 26, 1996
ASB 72–A0135, Revision 1, dated October 28, 1999	70–32–09, Revision 72, dated November 15, 1996	70–32–10, Revision 72, dated November 15, 1996	70–32–13, Revision 72, dated November 15, 1996	70–32–14, Revision 72, dated November 15, 1996
ASB 72–A0135, Revision 2, dated June 6, 2001	70–32–09, Revision 74, dated May 1, 1998	70–32–10, Revision 74, dated May 1, 1998	70–32–13, Revision 73, dated November 1, 1997	70–32–14, Revision 73, dated November 1, 1997
		70–32–10, Revision 75, dated December 15, 1998	70–32–13, Revision 75, dated December 15, 1998	70–32–14, Revision 75, dated December 15, 1998
			70–32–13, TR 70–41, dated February 10, 1999	70–32–14, TR 70–42, dated February 10, 1999
			70–32–13, Revision 76, dated May 15, 1999	70–32–14, Revision 76, dated May 15, 1999
			70–32–17, TR 70–39, dated December 15, 1998	70–32–18, TR 70–40, dated December 15, 1998
			70–32–17, Revision 76, dated May 15, 1999	70–32–18, Revision 76, dated May 15, 1999
			70–32–17, TR 70–47, dated October 28, 1999	70–32–18, TR 70–48, dated October 28, 1999

(2) If the spool has 7,000 or fewer CSN and has not already been inspected using one of the ASB's listed in Column A of Table 10; OR a combination of one procedure from Column B AND one from Column C; OR a

combination of one procedure from Column D AND one from Column E, and if the spool has not been inspected in accordance with ASB 72–A0126, Revision 5, dated June 6, 2001, or an earlier revision of ASB 72–

A0126, or SB 72–0126, inspect the hub and bore in accordance with ASB CF6–50 72–A0135, Revision 2, dated June 6, 2001; and the web and hub-to-web transition areas in

accordance with ASB 72–A0126, Revision 5, dated June 6, 2001, at the earliest of:

- (i) The first PPE after 1,000 CSN, or
- (ii) The first ESV after 3,000 CSN, or
- (iii) From July 29, 2001, through January 27, 2003, before 7,000 CSN, and after January 27, 2003, before 3,500 CSN.

(3) Spools not previously inspected in accordance with the requirements of ASB 72–A0137, Revision 3, dated January 31, 2002, or an earlier revision of ASB 72–0137, or SB 72–0137, inspect stage 3–5 dovetail slot bottoms in accordance with the requirements of ASB 72–A0137, Revision 3, dated January 31, 2002, at the earliest of:

- (i) The first PPE after 1,000 CSN, or
- (ii) The first HPCR exposure after 1,000 CSN, or
- (iii) The next required inspection to ASB 72–A0135, Revision 2, dated June 6, 2001.

Repetitive Inspection

(4) For spools that have already been inspected using one of the ASB's listed in Column A of Table 10; OR a combination of one procedure from Column B AND one from Column C; OR a combination of one procedure from Column D AND one from Column E, inspect the hub and bore in accordance with the requirements of ASB 72–A0135, Revision 2, dated June 6, 2001, the web and hub-to-web transition areas in accordance with ASB 72–A0126, Revision 5, dated June 6, 2001, and the stage 3–5 dovetail slot bottoms in accordance with ASB 72–A0137, Revision 3, dated January 31, 2002, at the earlier of:

- (i) Each PPE with more than 1,000 CSLI and 3,500 CSN, or
- (ii) From July 29, 2001, through January 27, 2003, before the cycle limits of Table 6, and after January 27, 2003, before the cycle limits of Table 5.

(5) If inspection findings equal or exceed the reject limits established by ASB 72–A0135, Revision 2, dated June 6, 2001; ASB 72–A0126, Revision 5, dated June 6, 2001; and ASB 72–A0137, Revision 3, dated January 31, 2002; replace spool before further flight.

(6) After the effective date of this AD, do not install any engine that has an HPCR stage 3–9 spool, P/N's 1669M22G01, 1669M22G03, 1782M22G01 and 1782M22G02, installed where the spool has 10,500 or more CSN.

CF6–80E1 8-inch billet 2-piece spools

(m) For CF6 HPCR stage 3–9 spool, P/N 1782M22G04, do the following:

(1) If the spool has not already been inspected using one of the ASB's or SB's listed in Column A of the following Table 9; OR a combination of one procedure from Column B AND one from Column C; OR a combination of one procedure from Column D AND one from Column E, inspect hub and bore in accordance with ASB 72–A0135, Revision 2, dated June 6, 2001, at the earlier of:

- (i) The first PPE after 1,000 CSN, or
- (ii) The first ESV after 6,000 CSN.

(2) For spools that have not been inspected in accordance with the requirements of ASB 72–A0126, Revision 5, dated June 6, 2001, or an earlier revision of ASB 72–A0126, or SB 72–0126, inspect the web and hub-to-web

transition areas in accordance with ASB 72–A0126, Revision 5, dated June 6, 2001, at the earlier of:

- (i) The first PPE after 1,000 CSN, or
- (ii) The first ESV after 6,000 CSN.

(3) For spools that have not been inspected in accordance with the requirements of ASB 72–A0137, Revision 3, dated January 31, 2002, or an earlier revision of ASB 72–A0137, or SB 72–0137, inspect the stage 3–5 dovetail slot bottoms in accordance with ASB 72–A0137, Revision 3, dated January 31, 2002, at the earlier of:

- (i) The first PPE after 1,000 CSN, or
- (ii) The first ESV after 6,000 CSN.

(4) If inspection findings equal or exceed the reject limits established by ASB 72–A0135, Revision 2, dated June 6, 2001; ASB 72–A0126, Revision 5, dated June 6, 2001; and ASB 72–A0137, Revision 3, dated January 31, 2002; replace spool before further flight.

Reporting Requirements

(n) Within five calendar days of inspection, report the results of inspections that equal or exceed the reject criteria to: Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive park, Burlington, MA 01803–5299; telephone (781) 238–7147. Reporting requirements have been approved by the Office of Management and Budget and assigned OMB control number 2120–0056. Be sure to include the following information:

- (1) Part Number
- (2) Serial Number
- (3) Spool CSN
- (4) Spool CSLI
- (5) Date and location where inspection was done.

Definitions

(o) For the purpose of this AD, the following definitions apply:

(1) A module level exposure is a separation of the fan module from the engine.

(2) An HPC rotor exposure is a HPC top or bottom case removal.

(3) A PPE is a disassembly and removal of the stage 3–9 spool from the HPCR structure, regardless of any blades, locking lugs, bolts or balance weights assembled to the spool.

(4) An ESV is the introduction of an engine into the shop where the separation of a major engine flange will occur after the effective date of this AD.

(5) The following maintenance actions, or any combination, are not considered ESV's for requiring repeat inspections:

(i) Introduction of an engine into a shop solely for removal of the compressor top or bottom case for airfoil maintenance.

(ii) Introduction of an engine into a shop solely for removal or replacement of the Stage 1 Fan Disk.

(iii) Introduction of an engine into a shop solely for replacement of the Turbine Rear Frame.

(iv) Introduction of an engine into a shop solely for replacement of the Accessory and/or Transfer Gearboxes.

(v) Introduction of an engine into a shop solely for replacement of the Fan Forward Case.

Alternative Methods of Compliance

(p) 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 (ECO). Operators must submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Special Flight Permits

(q) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be done.

Issued in Burlington, Massachusetts, on June 5, 2002.

Francis A. Favara,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001–NM–84–AD]

RIN 2120–AA64

Airworthiness Directives; McDonnell Douglas Model MD–90–30 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to all McDonnell Douglas Model MD–90–30 airplanes. This proposal would require one-time inspections to detect discrepancies of electrical wiring installations in various areas of the airplane; and corrective actions, if necessary. This action is necessary to prevent electrical arcing and/or heat-damaged wiring due to improper wire installations or maintenance practices, which could result in fire and smoke in various areas of the airplane. This action is intended to address the identified unsafe condition.

DATES: Comments must be received by July 29, 2002.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport