

Service Bulletin Comment Sheet—Facsimile Reply Sheet; or Bombardier Service Bulletin 601R-26-016, Revision C, dated August 17, 2001, excluding CRJ 100/200 Service Bulletin Compliance Facsimile Reply Sheet and Service Bulletin Comment Sheet—Facsimile Reply Sheet. 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 Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centreville, Montreal, Quebec H3C 3G9, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in Canadian airworthiness directive CF-2001-21, dated May 23, 2001.

Effective Date

(f) This amendment becomes effective on February 18, 2003.

Issued in Renton, Washington, on December 31, 2002.

Kevin Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2002-NE-44-AD; Amendment 39-13016; AD 2003-01-05]

RIN 2120-AA64

Airworthiness Directives; General Electric Co. CF6-80A Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to General Electric Co. (GE) CF6-80A series turbofan engines. This action requires the following initial and repetitive inspections of certain part number (P/N) stage 1 high pressure turbine (HPT) rotor disks for cracks:

- Etch preparations and fluorescent penetrant inspections.
- Visual inspections.
- Eddy current inspections.

This amendment is prompted by a Boeing 767 airplane recently

experiencing a stage 1 HPT rotor disk separation resulting in uncontained engine failure. The actions specified in this AD are intended to detect cracks in the bottoms of the dovetail slots that could propagate to failure of the disk and cause an uncontained engine failure.

DATES: Effective January 28, 2003. The incorporation by reference of certain publications listed in the rule is approved by the Director of the Federal Register as of January 28, 2003.

Comments for inclusion in the Rules Docket must be received on or before March 14, 2003.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 2002-NE-44-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 this AD 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; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Anthony W. Cerra Jr., Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone: (781) 238-7128, fax: (781) 238-7199.

SUPPLEMENTARY INFORMATION: On December 8, 2002, a Boeing 767-200 equipped with GE CF6-80A series engines experienced an uncontained failure of a stage 1 HPT rotor disk during climb. The results of the investigation indicate that the stage 1 HPT rotor disk failure was the result of a crack that initiated in an aft corner edge of the bottom of a dovetail slot. The crack propagated in fatigue to critical crack size, and subsequently resulted in disk rupture and separation.

In September 2000, a U.S. operator experienced a similar uncontained failure of the stage 1 HPT rotor disk during a ground maintenance run of a CF6-80C2 engine. The investigation of that failure had indicated that a crack initiated in the dovetail slot bottom aft edge. The root cause of the crack initiation remains unknown. However, cracks, burrs, or damage sustained in the dovetail slot bottom corner radii from improper handling and processing during new part manufacture and/or during maintenance were suspect for the September 2000 event. AD 2001-10-07, which became effective on June 28, 2001, was issued to mandate inspections of the CF6-80C2 stage 1 HPT rotor disk dovetail slot bottoms.

Since 1995, shop level inspections have found eleven stage 1 HPT rotor disks from CF6-80A series engines and CF6-80C2 series engines with crack-like indications in the dovetail slot bottoms. These indications resulted from material inclusions, toolmarks, broach burrs, and unknown causes. Of these eleven disks, three have been CF6-80A series engine stage 1 HPT rotor disks, with cracks in the dovetail slot bottom aft corner radius. Of the three that have been -80A series engine disks, two indications were associated with non-propagating broaching burrs occurring during manufacture, while no root cause was identified for the third. Only the third disk had crack propagation.

The failure of the disk involved in the recent CF6-80A series engine event was also caused by a crack that initiated in the dovetail slot bottom aft edge. This event is still under investigation. Therefore, this final rule; request for comments is an interim action until a root cause is established for the crack initiation and/or additional corrective actions are identified. The actions specified by this AD are intended to detect cracks in the bottoms of the dovetail slots that could propagate to failure of the disk and cause an uncontained engine failure. This condition, if not corrected, could result in stage 1 HPT rotor disk separation resulting in uncontained engine failure.

Manufacturer's Service Information

The FAA has reviewed and approved the technical contents of GE Service Bulletin (SB) CF6-80A S/B 72-0779, dated March 20, 2002 that describes procedures for etch preparation, fluorescent penetrant, visual, and eddy current inspections of the following stage 1 HPT rotor disks P/N's used on CF6-80A, -80A1, -80A2, and -80A3 series turbofan engines: