

9234M67G22
9362M58G02
9367M45G02

9234M67G24
9362M58G06
9367M45G04

9234M67G25
9362M58G07
9367M45G09

9234M67G26
9362M58G09
N/A

Differences Between This AD and the Manufacturer's Service Information

SB CF6–80A S/B 72–0779, dated March 20, 2002, only requires a one-time inspection at the next exposure of disks that have accumulated operating cycles, and requires no inspection of new disks that have not yet accumulated operating cycles. This AD requires initial and repetitive inspections of the affected P/N's of stage 1 HPT rotor disks, as specified in the following paragraph.

FAA's Determination of an Unsafe Condition and Required Actions

Since an unsafe condition has been identified that is likely to exist or develop on other GE CF6–80A, –80A1, –80A2, and –80A3 series turbofan engines of the same type design, this AD is being issued 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 AD requires:

- For stage 1 HPT rotor disks not currently installed in engines, before further flight, inspection of disk dovetail slot bottoms. Any disk that meets or exceeds the reject criteria of SB CF6–80A S/B 72–0779, dated March 20, 2002, is not to be installed into any engine.
- For stage 1 HPT rotor disks that have been inspected in accordance with SB CF6–80A S/B 72–0779, dated March 20, 2002, before the effective date of this AD, inspection of the disk dovetail slot bottoms at each piece-part exposure of the disk, and replacement of disks as necessary.
- For stage 1 HPT rotor disks that have not been inspected in accordance with SB CF6–80A S/B 72–0779, dated March 20, 2002, before the effective date of this AD, inspection of the disk dovetail slot bottoms at next engine shop visit, and each piece-part exposure of the disk, and replacement of disks as necessary.
- A mandatory reporting requirement which mandates that within 5 calendar days of an inspection, any results that equal or exceed the reject criteria be reported to the FAA's Engine and Propeller Directorate, Engine Certification Office.

The actions are required to be done in accordance with the service bulletin described previously.

Interim Actions

The actions specified in the AD are considered interim actions and further action is anticipated based on the continuing investigation of the stage 1 HPT rotor disk cracking.

Immediate Adoption of This AD

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 action must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 2002–NE–44–AD." The postcard will be date stamped and returned to the commenter.

Regulatory Analysis

This final 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 final rule.

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), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

2003–01–05 General Electric Co.:

Amendment 39–13016. Docket No. 2002–NE–44–AD.

Applicability

This airworthiness directive (AD) is applicable to General Electric Co. (GE) CF6–