

80A, -80A1, -80A2, and -80A3 series turbofan engines with the stage 1 high pressure turbine (HPT) rotor disks part

numbers (P/N's) listed in the following Table 1:

TABLE 1.—STAGE 1 HPT ROTOR DISKS P/N'S AFFECTED

9234M67G22	9234M67G24	9234M67G25	9234M67G26
9362M58G02	9362M58G06	9362M58G07	9362M58G09
9367M45G02	9367M45G04	9367M45G09	N/A

These engines are installed on, but not limited to, Airbus Industrie A310 and Boeing 767 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 (g) 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 in the bottoms of the dovetail slots that could propagate to failure of the disk and cause an uncontained engine failure, do the following in accordance with paragraphs 3.A. through 3.C.(10)(h) of the Accomplishment Instructions of GE Service Bulletin (SB) CF6-80A S/B 72-0779, dated March 20, 2002:

(a) For stage 1 HPT rotor disks not currently installed in engines, before further flight, inspect the disk dovetail slot bottoms. Do not install any disk that meets or exceeds the reject criteria of the above service bulletin, into any engine.

(b) For stage 1 HPT rotor disks that have been inspected in accordance with the above service bulletin before the effective date of this AD, inspect the disk dovetail slot bottoms at each piece-part exposure of the disk, and replace disk as necessary.

(c) For stage 1 HPT rotor disks that have not been inspected in accordance with the above service bulletin before the effective date of this AD, inspect the disk dovetail slot bottoms at next engine shop visit, and each piece-part exposure of the disk, and replace disk as necessary.

Definitions

(d) An engine shop visit is defined as the induction of an engine into a shop, where the separation of a major engine flange will occur after the effective date of this AD.

(e) Piece-part exposure is defined as:

(1) The part being considered completely disassembled, when done in accordance with the disassembly instructions of the manufacturer's or other FAA-approved engine manual; AND

(2) The part has accumulated more than 100 cycles-in-service since the last piece-part

opportunity inspection, provided that the part was not damaged or related to the cause for its removal from the engine.

Reporting Requirements

(f) Report within 5 calendar days of inspection 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) 238-7128; fax (781) 238-7199. Reporting requirements have been approved by the Office of Management and Budget (OMB) control number 2120-0056. Be sure to include the following information:

- (1) Engine model in which the stage 1 HPT rotor disk was installed.
- (2) Disk Part Number.
- (3) Disk Serial Number.
- (4) Disk Cycles-Since-New.
- (5) Disk Cycles-Since-Last Inspection.
- (6) Date and Location of Inspection.

Note 2: The FAA recommends recording the inspection results on GE Form 1653-1, found in GE SB CF6-80A S/B 72-0779, dated March 20, 2002, and sending the data to GE Airline Support Engineering.

Alternative Methods of Compliance

(g) 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 requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

Note 3: 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

(h) 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.

Documents That Have Been Incorporated by Reference

(i) The inspections must be done in accordance with General Electric Co. Service Bulletin CF6-80A S/B 72-0779, dated March 20, 2002. 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 Company via Lockheed Martin Technology Services, 10525 Chester Road, Suite C, Cincinnati, Ohio 45215,

telephone (513) 672-8400, fax (513) 672-8422. Copies may be inspected 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.

Effective Date

(j) This amendment becomes effective on January 28, 2003.

Issued in Burlington, Massachusetts, on January 2, 2003.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-NM-166-AD; Amendment 39-13009; AD 2002-26-20]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Model DC-9-81 (MD-81), DC-9-82 (MD-82), and DC-9-83 (MD-83) Airplanes, and Model MD-88 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain McDonnell Douglas Model DC-9-81 (MD-81), DC-9-82 (MD-82), and DC-9-83 (MD-83) airplanes, and Model MD-88 airplanes, that requires an inspection of the disconnect panel area above the aft left lavatory for chafed or damaged wires or unacceptable clearance between the wires and adjacent structure, and corrective actions, if necessary. The actions specified by this AD are intended to prevent chafing of wires at the disconnect panel above the aft left lavatory, which could result in electrical arcing, and consequent fire in the cabin. This action is intended to address the identified unsafe condition.

DATES: Effective February 18, 2003.