

TABLE 3.—BORESCOPE INSPECTION RESULTS AND REQUIRED ACTIONS FOR TWO AFFECTED ENGINES—Continued

First engine borescope results:	Second engine borescope schedule:	Second engine borescope results:	Action:
(2) Wear as specified in Table 2, Steps (1) through (4).	Within 10 CIS since borescope inspection of first engine.	Wear as specified in Table 2, Step (5).	For both engines, remove or re-inspect in accordance with Table 2 and, if still applicable, perform actions as specified in paragraph (c).
(3) Wear as specified in Table 2, Step (5).	Inspect as specified in Table 1.	Wear as specified in Table 2.	For both engines, remove or inspect in accordance with Table 2 and, if still applicable, perform actions as specified in paragraph (c).

Definition of Serviceable Engine

(d) For the purposes of this AD, a serviceable engine is:

- (1) An engine that incorporates an HPC with zero CSN; or
- (2) An engine covered by the Terminating Action in accordance with paragraph (f) of this AD; or
- (3) An engine inspected as specified in paragraphs (a) through (c) of this AD, and is following the 600 CIS re-inspection interval as specified in Table 2 of this AD.

Engines Borescope-Inspected Before the Effective Date of This AD

(e) Engines borescope-inspected before the effective date of this AD in accordance with PW ASB PW4G-100-A72-170, Revision 1, or Revision 2, must follow the requirements of paragraphs (a) through (c) of this AD, after the effective date of this AD.

Terminating Action

(f) Replacement of HPC inner rear case assembly with an HPC inner rear case assembly containing a Haynes 242 rear hook, including assemblies modified or replaced by PW SB No. PW4G-100-72-159, PW SB No. PW4G-100-72-187, or Chromalloy Repair Procedure 00-CFL-039-0, constitutes terminating action for the repetitive engine borescope inspections of this AD.

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 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

(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 Pratt & Whitney alert service bulletin PW4G-100-A72-170, Revision 3, dated January 31, 2003. 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 Pratt & Whitney, 400 Main St., East Hartford, CT 06108, telephone (860) 565-6600; fax (860) 656-4503. 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.

(j) This amendment becomes effective on June 3, 2003.

Issued in Burlington, Massachusetts, on April 21, 2003.

Robert Guyotte,

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. 2002-NE-35-AD; Amendment 39-13135; AD 2003-09-06]

RIN 2120-AA64

Airworthiness Directives; General Electric Company CF6-50 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), that is applicable to General Electric Company (GE) CF6-50 series turbofan engines. This amendment requires removal from service of eight serial number (SN) low-pressure turbine (LPT) stage 1 disks, part number (P/N) 9061M21P03, at the next engine shop visit. This amendment is prompted by a report of the potential for iron-rich inclusions introduced during manufacture in the affected disks. The actions specified by this AD are intended to prevent LPT stage 1 disk cracking, due to iron-rich inclusions introduced during manufacture, leading to uncontained disk failure.

DATES: Effective June 3, 2003.

FOR FURTHER INFORMATION CONTACT:

Karen Curtis, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone: (781) 238-7192; fax: (781) 238-7199.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that is applicable to General Electric Company (GE) CF6-50 series turbofan engines was published in the **Federal Register** on December 27, 2002 (67 FR 79007). That action proposed to require removal from service of eight SN LPT stage 1 disks, P/N 9061M21P03, at the next engine shop visit.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Economic Analysis

There are approximately 2,101 CF6-50 series turbofan engines of the affected design in the worldwide fleet. The FAA estimates that no more than eight of the 469 engines installed on airplanes of U.S. registry will be affected by this AD, that it will take approximately 32 work hours per engine to perform the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$75,490 per engine. Based on these figures, the total cost of the AD to eight U.S. operators is estimated to be \$619,280.

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