

For the reasons discussed above, I certify that this action (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) 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 final evaluation has been prepared for this action and it 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, 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 a new airworthiness directive to read as follows:

2003–12–08 General Electric Company: Amendment 39–13193. Docket No. 2002–NE–09–AD.

Applicability: This airworthiness directive (AD) is applicable to General Electric Company (GE) CF6–80A1/A3 and CF6–80C2A PMC series turbofan engines. These engines are installed on, but not limited to Airbus Industrie A300–600 and A310 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 (k) 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 prevent inadvertent fan reverser

deployment, which, if it occurred in-flight, could result in loss of control of the airplane, do the following:

GE CF6–80A1/A3 Series Engines

(a) For GE CF6–80A1/A3 series engines, perform one of the following no later than 1,400 flight hours time-since-new (TSN) or 600 flight hours time-in-service (TIS) after the effective date of this AD, whichever occurs later:

(1) Perform the directional pilot valve (DPV) pressure switch moisture purge, in accordance with Paragraph 3.C. of the Accomplishment Instructions of Middle River Aircraft Systems Alert Service Bulletins (ASBs) CF6–80A1/A3 SB 78A4030, dated April 4, 2002, or CF6–80A1/A3 SB 78A4030, Revision 1, dated August 23, 2002, or

(2) Replace the DPV assembly with a serviceable assembly, or

(3) Deactivate the thrust reverser. The DPV must be replaced with a serviceable assembly within 10 days after deactivation.

Information on deactivating the thrust reverser can be found in the applicable Aircraft Maintenance Manual (AMM).

(b) After each purge or replacement done in accordance with paragraph (a)(1), (a)(2), or (a)(3) of this AD, perform an operational check of the fan reverser in accordance with Paragraph 3.E. of the Accomplishment Instructions of ASBs CF6–80A1/A3 SB 78A4030, dated April 4, 2002, or CF6–80A1/A3 SB 78A4030, Revision 1, dated August 23, 2002.

(c) Thereafter, for GE CF6–80A1/A3 series engines, at intervals not to exceed 1,400 hours TIS since the last pressure switch purge or replacement of the DPV assembly, perform one of the following:

(1) Perform the DPV pressure switch moisture purge, in accordance with Paragraph 3.C. of the Accomplishment Instructions of Middle River Aircraft Systems ASBs CF6–80A1/A3 SB 78A4030, dated April 4, 2002, or CF6–80A1/A3 SB 78A4030, Revision 1, dated August 23, 2002, or

(2) Replace the DPV assembly with a serviceable assembly, or

(3) Deactivate the thrust reverser. The DPV must be replaced with a serviceable assembly within 10 days after deactivation.

Information on deactivating the thrust reverser can be found in the applicable AMM.

(d) After each purge or replacement done in accordance with paragraph (c)(1), (c)(2), or (c)(3) of this AD, perform an operational check of the fan reverser in accordance with Paragraph 3.E. of the Accomplishment Instructions of ASBs CF6–80A1/A3 SB 78A4030, dated April 4, 2002, or CF6–80A1/A3 SB 78A4030, Revision 1, dated August 23, 2002.

GE CF6–80C2A Series Engines

(e) For GE CF6–80C2A1/A2/A3/A5/A8 series engines, perform one of the following no later than 1,400 flight hours TSN or 600 flight hours TIS after the effective date of this AD, whichever occurs later:

(1) Perform the DPV pressure switch moisture purge, in accordance with Paragraph 3.C. of the Accomplishment

Instructions of Middle River Aircraft Systems ASBs CF6–80C2A PMC SB 78A1118, dated April 4, 2002, or CF6–80C2A PMC SB 78A1118, Revision 1, dated August 23, 2002, or

(2) Replace the DPV assembly with a serviceable assembly, or

(3) Deactivate the thrust reverser. The DPV must be replaced with a serviceable assembly within 10 days after deactivation.

Information on deactivating the thrust reverser can be found in the applicable AMM.

(f) After each purge or replacement done in accordance with paragraphs (e)(1), (e)(2), or (e)(3) of this AD, perform an operational check of the fan reverser, in accordance with Paragraph 3.E. of the Accomplishment Instructions of ASBs CF6–80C2A PMC SB 78A1118, dated April 4, 2002, or CF6–80C2A PMC SB 78A1118, Revision 1, dated August 23, 2002.

(g) Thereafter, for GE CF6–80C2A1/A2/A3/A5/A8 series engines, perform one of the following at intervals not to exceed 1,400 hours TIS since the last pressure switch purge or replacement of the DPV assembly:

(1) Perform the DPV pressure switch moisture purge, in accordance with Paragraph 3.C. of the Accomplishment Instructions of Middle River Aircraft Systems ASBs CF6–80C2A PMC SB 78A1118, dated April 4, 2002, or CF6–80C2A PMC SB 78A1118, Revision 1, dated August 23, 2002, or

(2) Replace the DPV assembly with a serviceable assembly, or

(3) Deactivate the thrust reverser. The DPV must be replaced with a serviceable assembly within 10 days after deactivation.

Information on deactivating the thrust reverser can be found in the applicable AMM.

(h) After each purge or replacement done in accordance with paragraphs (g)(1), (g)(2), or (g)(3) of this AD, perform an operational check of the fan reverser, in accordance with Paragraph 3.E. of the Accomplishment Instructions of ASBs CF6–80C2A PMC SB 78A1118, dated April 4, 2002, or CF6–80C2A PMC SB 78A1118, Revision 1, dated August 23, 2002.

Serviceable DPV Assembly

(i) For the purpose of this AD, a serviceable DPV assembly is an assembly that has:

(1) Accumulated zero time since new, or
(2) Passed the tests in the Middle River Aircraft Systems Component Maintenance Manual GEK 85007 (78–31–51), Revision No. 7 or later, Directional Pilot Solenoid Valve, Page Block 101, Testing and Troubleshooting, and that has zero flight hours TIS since passing the tests, or

(3) Been successfully purged according to paragraphs (a)(1), (c) (1), (e)(1) or (g)(1) of this AD immediately before installation on the fan reverser.

Deactivation Requirements

(j) If one or both thrust reversers are deactivated, then prior to further flight, revise the Limitations Section of the FAA-approved AFM to include the following:

"The takeoff performance on wet and contaminated runways with a thrust