

approved by the FAA and are known to the FAA have been included as equivalent parts for compliance with this rule. Also the engine manufacturer has updated their manuals to include minimum dimensional requirements for repairability and serviceability of their parts. The FAA disagrees that replacement by attrition will ensure the intended improvement in safety. No changes will be made to this AD.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

Economic Analysis

There are approximately 5,055 GE CF6–50 and CF6–80C2 turbofan engines of the affected design in the worldwide fleet. The FAA estimates that 1,006 engines installed on airplanes of U.S. registry would be affected by this AD. Because this AD calls for the replacement of shrouds at piece part exposure, the FAA does not expect that additional labor costs will be accrued beyond that normally required to remove the existing shroud. New shrouds will cost approximately \$63,250 for the CF6–50 engines, and \$87,020 for the CF6–80C2 engines. Based on these figures, the total cost to retrofit all installed U.S. registered engines is estimated to be \$76,393,990 over an eight year period, or \$9,549,248 annually.

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.

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, 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:

2003–02–07 General Electric Company:
Amendment 39–13024. Docket No. 2001–NE–19–AD.

Applicability: This airworthiness directive (AD) is applicable to General Electric Company (GE) CF6–50 and CF6–80C2 turbofan engines, except CF6–80C2 engines configured with the combination of low pressure turbine (LPT) case, part number (P/N) 1647M68G15; and LPT stage 2 shroud, P/N 1862M62G01 or 1862M62G03; and LPT stage 3 shroud, P/N 1862M63G01 or 1862M63G03; and LPT stage 4 shroud, P/N 1862M64G01 or 1862M64G03. These engines are installed on, but not limited to, DC–10–15, DC–10–30, MD11, 747, 767, A300 and A310 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 (d) 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 uncontained engine failure and possible airplane damage, do the following:

CF6–80C2 Engines

(a) For CF6–80C2 engines configured with the combination of low pressure turbine (LPT) case, part number (P/N) 1647M68G15;

and LPT stage 2 shroud, P/N 1862M62G01 or 1862M62G03; and LPT stage 3 shroud, P/N 1862M63G01 or 1862M63G03; and LPT stage 4 shroud, P/N 1862M64G01 or 1862M64G03, no further action is required.

(b) At the next shroud piece-part exposure, but no later than July 31, 2010, remove existing stage 2, 3, and 4 LPT CF6–80C2 shrouds and replace with new design P/N's listed in the following Table 1:

TABLE 1.—CF6–80C2 ACCEPTABLE NEW SHROUD PART NUMBERS

Stage	Part No.
2	2083M12G01, PCT2083M12G01, KT2083M12G01, or H042 ¹
3	2083M13G01, PCT2083M13G01, KT2083M13G01, or H042 ¹
4	2083M14G01, PCT2083M14G01, KT2083M14G01, or H042 ¹

¹ Parts marked with H042, H036, or H037 are parts that have been repaired by an FAA-approved process specification. In addition to this process specification marking, each part must show its original (*i.e.* before repair) part number and a work order number (*i.e.* WOxxxx).

CF6–50 Engines

(c) At the next shroud piece-part exposure, but no later than July 31, 2010, remove existing stage 1, 2, 3 and 4 LPT CF6–50 shrouds and replace with new design P/N's as listed in the following Table 2:

TABLE 2.—CF6–50 ACCEPTABLE NEW SHROUD PART NUMBERS

Stage	Part No.
1	1822M35G01, PCT1822M35G01, KT1822M35G01, or H036 ¹
2	1822M36G01, PCT1822M36G01, KT1822M36G01, or H037 ¹
3	1822M36G02, PCT1822M36G02, KT1822M36G02, or H037 ¹
4	1822M37G01, PCT1822M37G01, KT1822M37G01, or H037 ¹

¹ Parts marked with H042, H036, or H037 are parts that have been repaired by an FAA-approved process specification. In addition to this process specification marking, each part must show its original (*i.e.* before repair) part number and a work order number (*i.e.* WOxxxx).

Alternative Methods of Compliance

(d) 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.