

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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. The FAA amends § 39.13 by adding the following new airworthiness directive:

General Electric Company: Docket No. 2003–NE–43–AD.

Comments Due Date

(a) The Federal Aviation Administration (FAA) must receive comments on this airworthiness directive (AD) action by January 20, 2004.

Affected ADs

(b) None.

Applicability

(c) This AD applies to General Electric Company (GE) CF6–80C2A1, –80C2A2, –80C2A3, –80C2A5, –80C2A5F, –80C2A8, –80C2B1, –80C2B1F, –80C2B2, –80C2B2F, –80C2B4, –80C2B4F, –80C2B5F, –80C2B6, –80C2B6F, –80C2B6FA, –80C2B7F, and –80C2D1F turbofan engines, with the part numbers (P/Ns) of high pressure turbine (HPT) stage 2 nozzle guide vanes (HPT S2 NGVs) listed in the following Table 1, installed:

TABLE 1.—AFFECTED HPT S2 NGVS

HPT S2 NGV:	Provided that:
P/N 1347M66G03, P/N 1347M66G04, and P/Ns 1815M81G01 through 1815M81G07.	Insert, P/N 1957M40G01/G02 was installed during repair.
P/Ns 9373M80G07 through 9373M80G22, and P/Ns 9373M80G25 through 9373M80G32.	Insert, P/N 1957M40G01/G02 was installed during repair, or NGV was repaired by GE between April 1, 1998 through September 30, 1999.
P/Ns 9373M80G33 through 9373M80G36.	
P/Ns 2080M38G01 through 2080M38G16, and P/Ns 2080M38G19 through 2080M38G24.	
P/Ns 2080M19G01 through 2080M19G04, P/Ns 2080M19G07 through 2080M19G16, P/Ns 2080M19G19 through 2080M19G46, P/Ns 2080M19G49 through 2080M19G70, and P/Ns 2080M19G73 through 2080M19G80.	

These engines are installed on, but not limited to, Airbus A300, Airbus A310, Boeing 747, Boeing 767, and McDonnell Douglas MD–11 airplanes.

Unsafe Condition

(d) This AD is prompted by an uncontained engine failure due to HPT S2 NGV distress. We are issuing this AD to prevent blade failure from HPT S2 NGV distress, which could result in an uncontained engine failure.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Initial Flex Borescope Inspection of NGVs

(f) Flex borescope-inspect the NGVs, following paragraph 3. of Accomplishment Instructions of GE Service Bulletin (SB) No. CF6–80C2 S/B 72–0952, Revision 6, dated May 5, 2003, as follows:

Initial Inspection Thresholds

(1) For all P/N NGVs except for P/Ns 9373M80G33 through 9373M80G36 that were installed new at time of original build or were installed new or used and serviceable (not repaired) at HPT overhaul, initial-inspect after the effective date of this AD at the following applicable interval:

(i) For CF6–80C2A2, –80C2B2, and –80C2B2F engines, inspect at or before accumulating 1,600 HPT cycles-since-overhaul (CSO).

(ii) For CF6–80C2A1, –80C2A3, –80C2A5, –80C2A5F, –80C2A8, –80C2B1, –80C2B1F, –80C2B4, –80C2B4F, –80C2B5F, –80C2B6, –80C2B6F, –80C2B6FA, –80C2B7F, and

–80C2D1F engines, inspect at or before accumulating 800 CSO.

Initial Inspection Thresholds for NGVs P/Ns 9373M80G33 Through 9373M80G36 Installed at HPT Overhaul

(2) For NGVs P/Ns 9373M80G33 through 9373M80G36 that were installed new at the time of original engine build, initial-inspect after the effective date of this AD at the following applicable interval:

(i) For CF6–80C2A2, –80C2B2, and –80C2B2F engines, inspect at or before accumulating 3,600 CSO.

(ii) For CF6–80C2A1, –80C2A3, –80C2A8, –80C2B1, –80C2B1F, –80C2B4, and –80C2B4F engines, inspect at or before accumulating 3,000 CSO.

(iii) For CF6–80C2A5, –80C2A5F, –80C2B5F, –80C2B6, –80C2B6F, –80C2B6FA, –80C2B7F, and –80C2D1F engines, inspect at or before accumulating 2,800 CSO.

Initial Inspection Thresholds for Original Build NGVs P/Ns 9373M80G33 Through 9373M80G36

(3) For NGVs P/Ns 9373M80G33 through 9373M80G36 that were installed new, or used and serviceable (not repaired) at HPT overhaul, initial-inspect after the effective date of this AD at the following applicable interval:

(i) For CF6–80C2A2, –80C2B2, and –80C2B2F engines, inspect at or before accumulating 2,400 CSO.

(ii) For CF6–80C2A1, –80C2A3, –80C2A5, –80C2A5F, –80C2A8, –80C2B1, –80C2B1F, –80C2B4, –80C2B4F, –80C2B5F, –80C2B6, –80C2B6F, –80C2B6FA, –80C2B7F, and –80C2D1F engines, inspect at or before accumulating 1,600 CSO.

Reinspection

(g) Reinspect or remove from service NGVs following the Conditions and Reinspection intervals listed in the “Inspection Table for Cracking in the Airfoil Outer Fillet”, Figure 5, of GE SB No. CF6–80C2 S/B 72–0952, Revision 6, dated May 5, 2003.

Engines With Mixed NGV Configurations

(h) For engines with mixed NGV configurations of part numbers or repair status, use the lowest applicable initial inspection thresholds and re-inspection intervals.

Alternative Methods of Compliance

(i) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(j) You must use GE SB No. CF6–80C2 S/B 72–0952, Revision 6, dated May 5, 2003, to perform the inspections and removals required by this AD. Approval of incorporation by reference from the Office of the Federal Register is pending.

Related Information

(k) None.

Issued in Burlington, Massachusetts, on November 12, 2003.

Francis A. Favara,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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