

order to avoid premature engine removals. The FAA concurs that this change will avoid some engine removals while not decreasing the level of safety provided by the proposed rule. Accordingly, the FAA has made this change in the final rule.

Although no comments were received regarding compliance paragraphs (a)(3), (a)(4), (c)(2), and (d), the FAA has replaced 3,500 CIS with 4,000 CIS in these paragraphs to maintain consistency.

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.

There are approximately 462 GE CF6-45/-50/-80A series engines of the affected design in the worldwide fleet. The FAA estimates that 67 engines installed on aircraft of U.S. registry will be affected by this AD, that it will take approximately 584 work hours per engine to accomplish the required actions, and that the average labor rate is \$55 per work hour. Required parts will cost approximately \$127,412 per engine. Based on these figures, and assuming that 3 of the inspected spools will require replacement, the total cost impact of the AD on U.S. operators is estimated to be \$2,534,276.

The regulations adopted herein will not have substantial direct effects 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. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

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 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 from 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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [AMENDED]

2. Section 39.13 is amended by removing Amendment 39-8035 (56 FR 55230; October 25, 1991) and by adding a new airworthiness directive to read as follows:

95-03-01 General Electric Company:

Amendment 39-9138. Docket 94-ANE-11. Supersedes AD 91-20-01, Amendment 39-8035.

Applicability: General Electric Company (GE) CF6-45/-50/-80A series turbofan engines installed on, but not limited to, Airbus A300 and A310 series, Boeing 747 and 767 series, and McDonnell Douglas DC-10 series aircraft.

Compliance: Required as indicated, unless accomplished previously.

To prevent an uncontained high pressure compressor rotor (HPCR) stage 3-9 spool failure, which could result in damage to the aircraft, accomplish the following:

(a) Eddy current and ultrasonic inspect GE CF6-45/-50 HPCR stage 3-9 spools, Part Number (P/N) 9136M89G02, 9136M89G03, 9136M89G06, 9136M89G08, 9253M85G01, 9253M85G02, 9273M14G01, and 9331M29G01, with serial numbers (S/N) listed in Table 2 of GE CF6-50 Service Bulletin (SB) No. 72-1000, Revision 2, dated September 9, 1993, as follows:

(1) For spools that have not been previously inspected in accordance with GE CF6-50 SB No. 72-888, Original, Revision 1, Revision 2, Revision 3, or Revision 4, or GE CF6-50 SB No. 72-1000, Original, Revision 1, or Revision 2, inspect in accordance with paragraph 2.C of GE CF6-50 SB No. 72-1000, Revision 2, dated September 9, 1993, at the next engine shop visit, or by 30 days after the effective date of this AD, whichever occurs earlier.

(2) For spools that have been inspected in accordance with GE CF6-50 SB No. 72-888, Original, Revision 1, or Revision 2, inspect in accordance with paragraph 2.D of GE CF6-50 SB No. 72-1000, Revision 2, dated September 9, 1993, at the next engine shop visit, or by 30 days after the effective date of this AD, whichever occurs earlier.

(3) For spools that have been inspected in accordance with GE CF6-50 SB No. 72-888,

Original, Revision 1, or Revision 2, and GE CF6-50 SB No. 72-1008, Original, inspect in accordance with paragraph 2.D of GE CF6-50 SB No. 72-1000, Revision 2, dated September 9, 1993, at the next piece-part exposure, or within 4,000 cycles in service (CIS) since inspected in accordance with GE CF6-50 SB No. 72-1008, Original, whichever occurs earlier.

(4) For spools that have been inspected in accordance with GE CF6-50 SB No. 72-888, Revision 3, or Revision 4, or GE CF6-50 SB No. 72-1000, Original, Revision 1, or Revision 2, inspect in accordance with paragraph 2.D of GE CF6-50 SB No. 72-1000, Revision 2, dated September 9, 1993, at the next piece-part exposure, or within 4,000 CIS since inspected in accordance with, GE CF6-50 SB No. 72-888, Revision 3, or Revision 4, or GE CF6-50 SB No. 72-1000, Original, Revision 1, or Revision 2, whichever occurs earlier.

(b) Thereafter, for spools that have been inspected in accordance with paragraph (a) of this AD, reinspect in accordance with paragraph 2.D of GE CF6-50 SB No. 72-1000, Revision 2, dated September 9, 1993, at intervals not to exceed 4,000 CIS since the last inspection.

(c) Eddy current and ultrasonic inspect GE CF6-80A HPCR 3-9 spool, P/N 9136M89G10, with S/N's listed in Table 2 of GE CF6-80A SB No. 72-583, Revision 4, dated September 15, 1993, as follows:

(1) For spools that have not been previously inspected in accordance with GE CF6-80A SB No. 72-500, Original, Revision 1, Revision 2, Revision 3, or Revision 4, or GE CF6-80A SB No. 72-583, Original, Revision 1, Revision 2, Revision 3, or Revision 4, inspect in accordance with paragraph 2.C of GE CF6-80A SB No. 72-583, Revision 4, dated September 15, 1993, at the next engine shop visit, or by 30 days after the effective date of this AD, whichever occurs earlier.

(2) For spools that have been previously inspected in accordance with GE CF6-80A SB No. 72-500, Revision 3, or Revision 4, or GE CF6-80A SB No. 72-583, Original, Revision 1, Revision 2, Revision 3, or Revision 4, inspect in accordance with paragraph 2.D of GE CF6-80A SB No. 72-583, Revision 4, dated September 15, 1993, at the next piece-part exposure, or within 4,000 CIS since inspected in accordance with GE CF6-80A SB No. 72-500, Revision 3, or Revision 4, or GE CF6-80A SB No. 72-583, Original, Revision 1, Revision 2, Revision 3, or Revision 4, whichever occurs earlier.

(d) Thereafter, for spools that have been inspected in accordance with paragraph (c) of this AD, reinspect in accordance with paragraph 2.D of GE CF6-80A SB No. 72-583, Revision 4, dated September 15, 1993, at intervals not to exceed 4,000 CIS since the last inspection.

(e) Remove from service prior to further flight HPCR stage 3-9 spools that meet or exceed the reject criteria established in Section 2.C and 2.D, as applicable, of GE CF6-50 SB No. 72-1000, Revision 2, dated September 9, 1993, and GE CF6-80A SB No. 72-583, Revision 4, dated September 15, 1993, as appropriate.

(f) For the purpose of this AD, an engine shop visit is defined as the induction of an