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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

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### General Electric Turbine Engines - CF6 Series

**AD/CF6/80                      High Pressure Compressor Air Ducts                      21/2010**

Applicability:    General Electric Company CF6 engines as specified in FAA AD 2001-12-20

Requirement:    Unless already accomplished, replace the air duct and mating hardware, and inspect in accordance with the requirements of FAA AD 2001-12-20

Repeat the inspection in accordance with the requirements of FAA AD 2001-12-20.

Later revisions to GEAE ASB CF6-50 72-A1200, Revision 3, dated May 30, 2001 or GEAE ASB CF6-50 72-A0958, Revision 3, dated May 25, 2001, approved by the United States Federal Aviation Administration (FAA) as an Alternate Method of Compliance (AMOC) to FAA AD 2001-12-20, are considered acceptable for compliance with the equivalent Requirements of this AD.

Compliance:    As specified in the Requirement Document with a revised effective date of 11 November 2010.

This Airworthiness Directive becomes effective on 11 November 2010.

Background:    This AD results from reports of an uncontained low pressure turbine disc failure that resulted from an air duct failure that caused a fan mid shaft separation. The actions specified by this AD are intended to prevent high pressure compressor air duct failures that could result in fan mid shaft failures.



Mike Higgins  
Delegate of the Civil Aviation Safety Authority

8 October 2010