AIRWORTHINESS DIRECTIVE

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.

General Electric Turbine Engines - CF34 Series

AD/CF34/14 Combustor Case Life Limits 8/2007

Applicability: General Electric Company (GE) CF34-10E2A1, CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1, and CF34-10E7 turbofan engines.

Note 1: These engines are installed on, but not limited to, Embraer ERJ-190 and -195 aeroplanes.

Requirement: Revise the published life limit in the Airworthiness Limitations Section of the CF34-10E Engine Manual, for combustor cases, part number (P/N) 2070M47G02 and P/N 2070M47G03, from 39,600 cycles-since-new (CSN) to 24,600 CSN.

The requirements of this AD have been met when the engine manual changes are made and operators have modified their continuous airworthiness maintenance plans to reflect the Engine Maintenance Program requirements specified in the GE CF34-10E Engine Manual.

Note 2: FAA AD 2007-12-09 Amdt 39-15087 dated 30 May 2007 refers.

Compliance: Within 30 days after the effective date of this AD, unless the actions have already been done.

This Airworthiness Directive becomes effective on 2 August 2007.

Background: This AD results from GE's evaluation of the effects to the combustor case due to installing version 5.10 software in the full-authority digital electronic control (FADEC), and revising the combustor case published life limit. The issuing of this AD is intended to prevent uncontained combustor case failure resulting in an in-flight engine shutdown and possible damage to the aeroplane.

David Punshon
Delegate of the Civil Aviation Safety Authority

12 June 2007