AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/CF6/59 and issues the following 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 - CF6 Series

AD/CF6/59 HP Compressor Rotor Stage 11-14 Spool Shaft 13/2005 Amdt 1

Applicability: GE CF6-80C2 and CF6-80E1 turbofan engines that have a high pressure compressor rotor (HPCR) stage 11-14 spool shaft with a part number (P/N) listed in Table 1 of the FAA Airworthiness Directive (AD) 2005-17-05 that had a seal wire groove repaired using a circumferential cut at a location specified in Table 2 of FAA AD 2005-17-05.

Note 1: The affected stage 11-14 spool shafts are identified by serial number (SN) in the GE service information described in the FAA AD 2005-17-05. These engines are installed on, but not limited to, Airbus Industrie A300, A310, and A330 series airplanes and Boeing 747, 767, and MD-11 series airplanes.

Requirement: Carry out inspection and replacement of spool shaft as detailed in FAA AD 2005-17-05.

Note 2: FAA AD 2005-17-05 Amendment 39-14226 refers.

Compliance: As detailed in FAA AD 2005-17-05 with a revised effective date, unless accomplished earlier.

This Amendment becomes effective on 22 December 2005.

Background: This AD requires the inspection of the high pressure compressor rotor (HPCR) stage 11-14 spool shaft for circumferential repair cuts, and to repair or replace the spool shaft if certain circumferential cuts are found.

This AD results from an updated stress analysis. The requirements detailed in this AD are to prevent failure of the HPCR stage 11-14 spool shaft due to low-cycle fatigue that could result in an uncontained engine failure.

The current amendment of the AD makes the editorial correction in the subject title without changing the technical contents or requirements.

General Electric Turbine Engines - CF6 Series

AD/CF6/59 Amdt 1 (continued)

The original issue of this Airworthiness Directive becomes effective on 24 November 2005.

James Coyne
Delegate of the Civil Aviation Safety Authority

10 November 2005