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/CF6/51 Amdt 1 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/CF6/51 Amdt 2 — LPT Shroud - Replacement — 17/2010

Applicability: General Electric CF6-50 and CF6-80C2 engines as specified in the requirement document.

Requirement: Action per the requirements of FAA AD 2003-02-07, Amdt 39-13024.

Alternative Means of Compliance.

The stage 2 LPT shroud 2083M12G02 and stage 3 LPT shroud 2083M13G02 released in Service Bulletin (SB) CF6-80C2 S/B 72-1224 dated 17 August 2006 are approved as an alternate means of compliance to paragraph (b) of FAA Airworthiness Directive (AD) 2003-02-07.

The stage 2 LPT shroud 2092M11G01 released in SB CF6-80C2 S/B 72-1224 is approved as an alternate means of compliance to paragraph (a) of FAA AD 2003-02-07 if used in conjunction with LPT case 1647M68G15 (CF6-80C2 SB 72-0946), 2083M94G16 (CF6-80C2 SB 72-1171), or 1647M68G18 (CF6-80C2 SB 72-1170).

Later revisions to SB CF6-80C2 S/B 72-1224 dated 17 August 2006, approved by the United States Federal Aviation Administration (FAA) as an Alternate Means of Compliance (AMOC) to FAA AD 2003-02-07, are considered acceptable for compliance with the equivalent Requirements of this AD.

Compliance: As detailed in the requirement document with revised effective date of this Directive.

This Amendment becomes effective on 3 September 2010.

Background: Actions specified in this Directive improve the Low Pressure Turbine containment capability of the affected engines.

Amendment 1 adds an alternative means of compliance. The manufacturer has developed other parts that have approved for fitment in lieu of those parts originally specified in FAA AD 2003-02-07.

General Electric Turbine Engines - CF6 Series

AD/CF6/51 Amdt 2 (continued)

Amendment 2 notates the acceptance of later revisions of the manufacturer's data which are approved as an AMOC to FAA AD 2003-02-07.

Mike Higgins
Delegate of the Civil Aviation Safety Authority

24 August 2010