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 39.1 (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/CF6/52 Thrust Reverser - Inspection 8/2003

Applicability: General Electric Company (GE) CF6-80E1 series turbofan engines installed on, but not limited to, Airbus Industrie A330 series aeroplanes.

Requirement:

1. For engines that **do not have** improved double P-seal configuration introduced by Middle River Aircraft Systems (MRAS) service bulletin (SB) 78-5037, original issue or Revision 1, inspect and check each fan thrust reverser half in accordance with 2.B., 2.C., and 2.D. of the Accomplishment Instructions of MRAS alert service bulletin (ASB) 78A5043, Revision 1, dated 22 January 2002.

2. Repeat Requirement 1 inspection and check.

3. For engines that **do have** improved double P-seal configuration introduced by MRAS SB 78-5037, original issue or Revision 1:

   a. inspect and check each fan thrust reverser half in accordance with 2.B., and 2.C. of the Accomplishment Instructions of MRAS ASB 78A5043, Revision 1, dated 22 January 2002.

   b. check each fan thrust reverser half in accordance with 2.D. of the Accomplishment Instructions of MRAS ASB 78A5043, Revision 1, dated 22 January 2002.

4. Repeat Requirement 3(a) inspection and check.

5. Repeat Requirement 3(b) inspection and check.

Note: FAA AD 2002-10-08 Amdt 39-12754 refers.

Compliance: For Requirement 1: Before exceeding 7,000 flight hours time-since-new (TSN) or 1,000 flight hours time-in-service (TIS) whichever occurs later after the effective date of this Directive.

For Requirement 2: At intervals not to exceed 7,000 flight hours TIS since last inspection or check.

For Requirement 3(a): Before exceeding 25,000 flight hours TSN or 1,000 flight hours TIS whichever occurs later after the effective date of this Directive.

General Electric Turbine Engines - CF6 Series

AD/CF6/52 (continued)

For Requirement 3(b): Before exceeding 7,000 flight hours TSN or 1,000 flight hours TIS whichever occurs later after the effective date of this Directive.

For Requirement 4: At intervals not to exceed 25,000 flight hours TIS since last inspection or check.

For Requirement 5: At intervals not to exceed 7,000 flight hours TIS since last check.

This Airworthiness Directive becomes effective on 7 August 2003.

Background: This AD has been prompted by reports of service induced hardware deterioration that reduces the overall thrust reverser system protection against inadvertent deployment. The AD provides for the required initial and repetitive thrust reverser inspection and check thresholds to be extended if an optional double P-seal configuration is installed. The requirements specified in this AD are intended to prevent inadvertent in-flight thrust reverser deployment.

Jim Coyne
Delegate of the Civil Aviation Safety Authority

27 June 2003

The above AD is notified in the *Commonwealth of Australia Gazette* on 16 July 2003.