AD/CF6/39 Accessory Gearbox Idler Adaptor - Inspection 3/99 TX

Applicability: General Electric Company CF6 80C2 series turbofan engines with accessory gearbox (AGB) idler adapters, Part Number (P/N) 9395M78G08 that have been reworked from a P/N 9395M78G06 configuration using CF6-80C2 Service Bulletin (SB) 72-743 dated 25 August 1994, excluding those parts that were repaired by GE Repair Document 032-273-S1 dated 18 April 1998.

These engines are installed on, but not limited to, Boeing 747 and 767, Airbus 300 and 310, McDonnell Douglas MD-11 Series aircraft.

Note: Methods of determining if a (P/N) 9395M78G08 AGB has been reworked from a P/N 9395M78G06 configuration include a record search or a visual inspection of the AGB idler adapter in accordance with GE CF6-80C2 Alert Service Bulletin (ASB) 73-A283 Revision 2 dated 18 November 1998, Revision 1 dated 30 October 1998 or Original dated 18 September 1998.

Requirements:

1. Unless already accomplished perform a visual inspection of AGB idler adapter inserts in accordance with paragraph (2)(B) of the Accomplishment Instructions of GE CF6-80C2 Alert Service Bulletin (ASB) 73-A283 Revision 2 dated 18 November 1998, Revision 1 dated 30 October 1998 or Original dated 18 September 1998.

2. Remove the AGB adapters from service and replace adapters with one or more inserts that are flush with or extend past the back face of the casing with serviceable parts.

Compliance:

1. Within 10 days after the effective date of this Directive.

2. Subject to the outcome of the inspection at Requirement 1, before further flight.

Note: US FAA AD 99-01-01 Amendment 39-10968 refers.

This Airworthiness Directive becomes effective on 4 February 1999.

Background: This Directive is raised to identify unserviceable AGB idler adapter inserts. A recent incident was reported where a fuel tube flange connection to improper AGB idler adapter inserts resulted in a high pressure fuel leak and engine fire. This Directive reflects a country of origin AD.