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/CF6/55 Vertical Link And Pylon Attachment Bolts 7/2004

Applicability: General Electric Company (GE) CF6-80E1A2 and -80E1A4 turbofan engines with left vertical link bolts part number (P/N) 1304M26P02 installed, and pylon attachment bolts originally torqued to 450-500 lb ft.

Note 1: These engines are installed on, but not limited to Airbus Industrie A330-200 and A330-300 aeroplanes.

Requirement:

1. Reduce the pylon attachment bolt torque on each of the five bolts to 400-450 lb ft in accordance with paragraph 3 of the Accomplishment Instructions of Alert Service Bulletin (ASB) No. CF6- 80E1 S/B 72-A0184, Revision 1, dated February 26, 2002.

2. Remove the three left vertical link bolts, P/N 1304M26P02, and replace with three left vertical link bolts, P/N 1304M26P05.

Note 2: Bolts P/N 1304M26P05 are serialized and have a calculated life limit published in the Life Limits section of Chapter 5 of the engine manual.

Note 3: FAA AD 2003-26-11 Amdt 39-13409 refers.

Compliance: For Requirement 1:

For CF6-80E1A2 engines, before exceeding 7,160 cycles-since-new (CSN) or before exceeding 5,120 cycles-since- last-installation (CSLI), whichever is later.

For CF6-80E1A4 engines before exceeding 6,520 CSN or before exceeding 4,480 CSLI, whichever is later.

For Requirement 2:

At the next shop visit.

This Airworthiness Directive becomes effective on 8 July 2004.

General Electric Turbine Engines - CF6 Series

AD/CF6/55 (continued)

Background: This AD results from revised analyses by the airframe manufacturer of loads on the forward engine mount. This actions detailed in this Directive are to prevent engine separation that could result from a reduction of engine mount structural integrity due to failure of pylon attachment bolts or vertical link bolts.

James Coyne
Delegate of the Civil Aviation Safety Authority

27 May 2004

The above AD is notified in the *Commonwealth of Australia Gazette* on 16 June 2004.