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/CF6/70 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/CF6/70 Amdt 1 — Low Pressure Turbine Case — 3/2011

Applicability: General Electric Company (GE) CF6-80C2 and CF6-80E1 engines specified in the following Table 1 of this AD.

Note 1: These engines are installed on, but not limited to, Airbus A300, A310, and A330 series aeroplanes, Boeing 747 and 767 series airplanes, and McDonnell Douglas MD11 series aeroplanes.

Table 1 - Applicable Engines by Engine Model

Engine Model	With Low-Pressure Turbine (LPT) Case Part No. (P/N) Installed
CF6-80C2A1, -80C2A2, -80C2A3, -80C2A5, -80C2A5F, -80C2A8, -80C2B1, -80C2B1F, -80C2B1F1, -80C2B1F2, -80C2B2, -80C2B2F, -80C2B3F, -80C2B4, -80C2B4F, -80C2B5F, -80C2B6, -80C2B6F, -80C2B6FA, -80C2B7F, -80C2B8F, -80C2D1F, and -80C2L1F	1336M99G01, 1336M99G02, 1336M99G03, 1336M99G04, 1336M99G06, 1336M99G07, 1336M99G08, 1336M99G09, 1336M99G10, 1336M99G12, 1336M99G13, or 1336M99G15 1647M68G05, 1647M68G08, 1647M68G09, or 1647M68G15 1713M73G01, 1713M73G02, or 1713M73G05 9367M99G11or 9367M99G17
CF6-80E1A1, -80E1A2, -80E1A3, -80E1A4, -80E1A4/B	1647M68G02, 1647M68G04, 1647M68G07, 1647M68G12, or 1647M68G13

Requirement:

1. CF6-80C2 Engines:

For CF6-80C2 engines specified in Table 1 of this AD that have an LPT case with a P/N specified in Table 1 of this AD, do either of the following:

(a) Rework the LPT case to install skin doubler pads and deflectors. Use the Accomplishment Instructions of GE Service Bulletin (SB) No. CF6-80C2 S/B 72-1171, Revision 1, dated 1 February 2006, and Repair Document (RD) No. 935-314-S4, dated 28 January 2008, to rework the LPT case; or

(b) Install an LPT case that has skin doubler pads and deflectors.

General Electric Turbine Engines - CF6 Series

AD/CF6/70 Amdt 1 (continued)

2. CF6-80E1 Engines:

For CF6-80E1 engines specified in Table 1 of this AD that have an LPT case with a P/N specified in Table 1 of this AD, do either of the following:

(a) Rework the LPT case to install skin doubler pads and deflectors. Use the Accomplishment Instructions of SB No. CF6-80E1 S/B 72-0303, Revision 1, dated 1 February 1, 2006, and RD No. 935-314-S4, dated January 28, 2008, to rework the LPT case; or

(b) Install an LPT case that has skin doubler pads and deflectors.

Previous Credit

If you previously performed the actions specified in Requirement 1 through Requirement 2 of this AD, using the rework procedures in the following service documents before the effective date of this AD, you have satisfied the compliance requirements of this AD:

(a) GE SB No. CF6-80C2 S/B 72-1171, dated 25 May 2005 and RD No. 935-314-S2, dated 4 January 2006, or RD No. 935-314-S3, dated 10 August 2006.

(b) GE SB No. CF6-80E1 S/B 72-0303, dated 1 June 2005 and RD No. 935-314-S2, dated 4 January 2006, or RD No. 935-314-S3, dated 10 August 2006.

Later revisions to GE SB No. CF6-80C2 S/B 72-1171, Revision 1, dated 1 February 2006 or GE SB No. CF6-80E1 S/B 72-0303, Revision 1, dated 1 February 1, 2006, approved by the United States Federal Aviation Administration (FAA) as an Alternative Method of Compliance (AMOC) to FAA 2008-21-11 Amdt 39-15695, are considered acceptable for compliance with the equivalent Requirements of this AD.

Parts Identification

LPT case skin doubler pads and deflectors are distinct and separate parts. For identification purposes, a deflector pad is a square-shaped plate with no threaded stud on it, and a deflector has a threaded stud on it.

Note 2: FAA AD 2008-21-11 Amdt 39-15695 dated 10 October 2008 refers.

Compliance: The next time the LPT module is completely disassembled to piece-part level, but not to exceed 8 years after the original effective date of this AD, unless the actions have already been done.

This Amendment becomes effective on 14 February 2011.

General Electric Turbine Engines - CF6 Series

AD/CF6/70 Amdt 1 (continued)

Background: This AD results from four events in which hardware fragments were liberated into the engine flowpath and wore through LPT cases on CF6-80C2 and CF6-80E1 series engines. The issuing of this AD is intended to prevent an uncontained release of engine debris and loss of the structural integrity of the mount system that supports the engine. Loss of the mount system structural integrity could result in the engine separating from the aeroplane.

Amendment 1 notates the acceptability of an FAA Approved AMOC for compliance with the equivalent requirements of this AD.

The original issue of this Directive became effective on 18 December 2008.

David Villiers
Delegate of the Civil Aviation Safety Authority

8 February 2011