# 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 39.001(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/CF6/61 Thrust Reverser Actuation System 10/2006

Applicability: General Electric Company (GE) CF6-80E1 series turbofan engines.

*Note 1: These engines are installed on, but not limited to, Airbus Industrie A330 series aeroplanes.*

Requirement: Perform a check of the holding torque of the TRAS locks.

Based on the results of the holding torque check, perform a visual inspection of the TRAS lock flexible drive shafts if necessary.

Replace any damaged flexible drive shafts or locks.

*Note 2: Information on performing a check of the holding torque of the TRAS locks, and a visual inspection of the TRAS lock flexible drive shafts, can be found in the Airbus A330 Aircraft Maintenance Manual, Task 72-00-00-200-850.*

*Note 3: FAA AD 2005-22-12 Amdt 39-14356 dated 27 October 2005 refers.*

Compliance: Within 10 flight cycles after all aborted takeoffs in which the thrust reverser was deployed after the effective date of this AD.

This Airworthiness Directive becomes effective on 28 September 2006.

Background: This AD results from reports of operators finding several damaged thrust reverser actuation system (TRAS) lock flexible drive shafts during inspections and checks of the drive shafts. The issuing of this AD is to prevent inadvertent in-flight deployment of the thrust reverser, which can result in loss of control of the aeroplane.

James Coyne
Delegate of the Civil Aviation Safety Authority

14 August 2006