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/CF6/48 and issues the following 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/CF6/48 Amdt 1 — Nozzle Guide Vanes — 10/2004

Applicability: General Electric Company (GE) CF6-80E1 engine models with high-pressure turbine (HPT) stage 2 (S2) nozzle guide vanes (NGVs), part number (P/N) 1647M84G09 or 1647M84G10 installed.

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

Note 2: Engines configured with HPT S2 NGV P/Ns 1647M84G05, 1647M84G06, 2080M47G01, 2080M47G02, 2086M62G03, or 2086M62G04 are not affected by this Directive.

Requirement:

1. NGVs Previously Inspected by Flex Borescope before the effective date of this Directive:

Reinspect or remove from service the NGVs.

2. NGVs Not Previously Inspected by Flex Borescope:

Remove from service, or re-inspect using the Accomplishment Instructions of GE SB No. CF6-80E1 S/B 72-0217, Revision 2, dated 5 January 5 2004.

Note 3: FAA AD 2004-09-34 Amdt 39-13625 refers.

Compliance:

For Requirement 1: Unless previously accomplished in accordance with the Conditions and Reinspection intervals listed in the "Inspection Table for Cracking in the Airfoil Outer Fillet," Figure 5, of GE Service Bulletin (SB) No. CF6-80E1 S/B 72-0217, Revision 2, or within 200 cycles-in-service-since-last inspection (CSLI), whichever is earlier.

For Requirement 2: For NGVs with more than 800 cycles-since-overhaul (CSO) on the effective date of this AD, within 50 cycles-in-service (CIS) after the effective date of this AD; thereafter in accordance with the Conditions and Reinspection intervals listed in the "Inspection Table for Cracking in the Airfoil Outer Fillet," Figure 5, of GE SB No. CF6-80E1 S/B 72-0217, Revision 2.

General Electric Turbine Engines - CF6 Series

AD/CF6/48 Amdt 1 (continued)

For NGVs with 800 or fewer CSO on the effective date of this AD, at the first regular HPT blade inspection after 800 CSO, but before reaching 900 CSO; thereafter in accordance with the Conditions and Reinspection intervals listed in the "Inspection Table for Cracking in the Airfoil Outer Fillet," Figure 5, of GE SB No. CF6-80E1 S/B 72-0217, Revision 2.

For the purposes of this AD, cycles-since-overhaul (CSO) is defined as cycles since repair as described in GE SB No. CF6-80E1 S/B 72-0164 dated 16 March 1999.

The original issue of this Directive became effective on 20 February 2003.

This Amendment becomes effective on 30 September 2004.

Background: An uncontained failure has been attributed to high-pressure turbine stage two nozzle guide vane distress. This directive introduced an inspection program to identify early signs of distress.

This amendment reduces the inspection interval, because it has been determined that the cracks that develop could grow at a faster rate than originally expected.

The original issue of this Directive became effective on 20 February 2003.

Gary J Carr
Delegate of the Civil Aviation Safety Authority

13 August 2004

The above AD is notified in the *Commonwealth of Australia Gazette* on 8 September 2004.