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 - CT7 Series

AD/CT7/9 Compressor Variable Geometry Schedule 6/2003 TX

Applicability: All CT7-9B engines.

Note 1: These engines are known to be installed on but not limited to SAAB Aircraft 340B aeroplanes.

Requirement:

1. Determine the Variable Geometry (VG) rigging schedule for both engines. If the compressor VGs are rigged to VG schedule N using GEAE Service Bulletin (SB) CT7-TP S/B 72-0328 or GEAE Alert Service Bulletin (ASB) CT7-TP S/B 72-A0328 Revision 1 no further action is required.

Note 2: The engines with Serial Numbers (S/Ns) listed in Table 1 of this directive are known to have been rigged to VG schedule N1.

2. If the compressor VGs on both engines on the aeroplane are rigged to VG schedule N1, accomplish the following:

   a. rig the compressor VG on one engine to VG schedule N in accordance with 3.A.(1) through 3.A.(12) of the Accomplishment instructions of GEAE ASB No. CT7-TP S/B 72-A0328 Revision 1; and

   b. rig the compressor VG on the remaining engine to VG schedule N in accordance with 3.A.(1) through 3.A.(12) of the Accomplishment instructions of GEAE ASB No. CT7-TP S/B 72-A0328 Revision 1.

3. If the compressor VG on one engine on the aeroplane is rigged to VG schedule N1, rig the engine to the VG schedule N in accordance with 3.A.(1) through 3.A.(12) of the Accomplishment instructions of GEAE (ASB) No. CT7-TP S/B 72-A0328 Revision 1.

4. Do not install any GE CT7-9B engine rigged to VG schedule N1 on a SAAB Aircraft AB 340B aircraft.

General Electric Turbine Engines - CT7 Series

AD/CT7/9 (continued)

Table 1 S/N's of Engines Known to Have Been Rigged to VG Schedule N1.

785102	785104	785106	785107	785109	785111
785112	785113	785117	785118	785125	785128
785129	785131	785133	785136	785138	785148
785150	785151	785152	785154	785160	785185
785188	785211	785231	785232	785234	785235
785237	785239	785241	785257	785259	785265
785266	785275	785322	785325	785326	785334
785375	785391	785400	785459	785460	785462
785465	785474	785476	785477	785480	785481
785487	785499	785506	785534	785538	785554
785569	785591	785592	785598	785603	785700
785759					

Note 3: FAA Emergency AD 2003-08-52 refers.

Compliance:

1. Within 30 flight hours or 3 days from the effective date of this directive.

2a. Within 30 flight hours or 3 days from the effective date of this directive, whichever is the later.

2b. Within 100 flight hours or 10 days from the effective date of this directive, whichever occurs first.

3. Within 100 flight hours or 10 days from the effective date of this directive, whichever occurs first.

4. From the effective date of this directive.

This Airworthiness Directive becomes effective on 17 April 2003.

General Electric Turbine Engines - CT7 Series

AD/CT7/9 (continued)

Background: This directive is in response to 12 stall events that occurred over a 6-month period. It has been determined that in the majority of the stall events the VG was rigged to the N1 schedule. Re-rigging the VG to the N schedule will give a higher stall margin. If the VG schedule is not adjusted to the N schedule the aircraft could suffer a dual inflight shutdown or power loss during deceleration from take off power to climb power.

David Villiers
Delegate of the Civil Aviation Safety Authority

16 April 2003

The above AD is notified in the *Commonwealth of Australia Gazette* on 17 April 2003.