

Continued Airworthiness Notification to the International Community

To: Civil Aviation Authorities

Date: November 4, 2016

From: Federal Aviation Administration (FAA)
New England Region, ANE-100
Engine and Propeller Directorate
1200 District Avenue
Burlington, MA 01803

Subject: This message is to advise you of the FAA's ongoing activities related to an uncontained engine failure on a Boeing 767 airplane powered by General Electric (GE) CF6-80C2 engines.

Accident / Incident Description: On October 28, 2016, a Boeing 767 airplane experienced a right engine failure during takeoff at Chicago O'Hare Airport, Chicago, Illinois. The flight crew aborted the takeoff and stopped the airplane on the runway. A fire erupted at some point during the event, causing substantial damage to the airplane. All 161 passengers and 9 crewmembers evacuated the airplane via emergency exit slides. No serious injuries resulted from the event.

Aircraft / Engine Make, Model and Series: GE CF6-80C2 engines power a number of different aircraft types and series including: Boeing 747, 767 and MD11; and Airbus A300 and A310 airplanes.

U.S.-registered fleet: 430 airplanes **Worldwide fleet:** 989 airplanes

Operators: CF6-80C2 major operators: FedEx, UPS Airlines, Delta Air Lines, Japan Airlines, All Nippon Airways, Asiana Airlines, China Airlines, Mahan Air, Atlas Air, KLM Royal Dutch Airlines.

Ongoing activities: The subject incident is currently under investigation by the U.S. National Transportation Safety Board and the FAA. Preliminary investigative efforts have identified a material anomaly associated with the fracture of the stage 2 high pressure turbine disk. GE has identified additional engine parts manufactured from the same ingot of material. We have received confirmation that all of these additional parts have been scrapped, retired, or removed from service. At this time, we are not taking any airworthiness actions as these high risk parts are no longer in service. The investigation into the root cause of the failure is ongoing. An update will be issued to this CANIC if the FAA determines further airworthiness action is required.

Next update, if any: As needed.

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