

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**CAA-AD-021/99**

Datum vydání: 08. února 1999

## MOTOR - SKŘÍŇ POHONU - KONTROLA/VÝMĚNA

**Týká se:** motorů vyrobených firmou General Electric Company CF6-80C2 dle části "Applicability" FAA AD 99-01-01 (příloha tohoto PZZ).

**Datum účinnosti:** 25. března 1999

**Provést v termínech:** jak je popsáno v FAA AD 99-01-01.

**Postup provedených prací:** dle FAA AD 99-01-01.

*Poznámky: Provedení tohoto PZZ musí být zapsáno do motorové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. Toman. Pokud to vyžaduje povaha tohoto PZZ musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě FAA AD 99-01-01.*

**Ing. Pavel MATOUŠEK**  
**Ředitel technického inspektorátu**  
**Úřad pro civilní letectví**

**99-01-01 General Electric Company:** Amendment 39-10968. Docket 98-ANE-75-AD.

**Applicability:** General Electric Company (GE) CF6-80C2 series turbofan engines, with Accessory Gearbox (AGB) idler adapters, Part Number (P/N) 9395M78G08 that had been reworked from a P/N 9395M78G06 configuration using GE CF6-80C2 Service Bulletin (SB) 72-743, dated August 25, 1994, excluding those parts that were repaired by GE Repair Document 032-273-S1, dated April 8, 1998. These engines are installed on but not limited to Airbus A300 and A310 series, and Boeing 747, 767, and MD-11 aircraft.

Note 1: Methods of determining if a P/N 9395M78G08 AGB idler adapter had been reworked from a P/N 9395M78G06 configuration include a record search or a visual inspection of the AGB idler adapter part number in accordance with GE CF6-80C2 Alert Service Bulletin (ASB) 73-A283, Revision 2, dated November 18, 1998, Revision 1, dated October 30, 1998, or Original, dated September 18, 1998.

Note 2: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent an engine fuel leak, which can result in an engine fire and damage to the aircraft, accomplish the following:

(a) Within 10 days after the effective date of this AD:

(1) Perform a visual inspection of AGB idler adapter inserts in accordance with paragraph (2)(B) of the Accomplishment Instructions of GE CF6-80C2 ASB 73-A283, Revision 2, dated November 18, 1998, Revision 1, dated October 30, 1998, or Original, dated September 18, 1998.

(2) Remove the AGB adapter from service and replace with a serviceable part those adapters with one or more inserts that are flush with or extend past the back face of the casting.

(b) For the purpose of this AD, a serviceable part is defined as any AGB idler adapter, except for P/Ns 9395M78G08 that had been reworked from a P/N 9395M78G06 configuration having one or more inserts flush with or extended past the back face of the casting, as described in GE CF6-80-C2 ASB 73-A283, Revision 2, dated November 18, 1998, Revision 1, dated October 30, 1998, or Original, dated September 18, 1998.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(e) The actions required by this AD shall be done in accordance with the following GE CF6-80C2 ASBs:

Document No.	Pages	Revision	Date
73-A283	1	2	November 18, 1998
	2-4	1	October 30, 1998
	5	Original	September 18, 1998
	6-27	1	October 30, 1998
Total pages: 27.			
73-A283	1-4	1	October 30, 1998
	5	Original	September 18, 1998
	6-27	1	October 30, 1998
Total pages: 27			
73-A283	1-9	Original	September 18, 1998
Total pages: 9.			

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from General Electric Aircraft Engines, c/o Commercial Technical Publications, 1 Neumann Way, Rm. 230, Cincinnati, OH 45215-1988; telephone (513) 552-2005, fax (513) 552-2816. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on January 21, 1999.

FOR FURTHER INFORMATION CONTACT: Ian Dargin, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7178, fax (781) 238-7199.