

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-T-047/2000

Datum vydání: 10. května 2000

LETADLO - ZADNÍ UZEL UCHYCENÍ MOTORU (ATA 71) - KONTROLA/VÝMĚNA

Týká se: letadel AIRBUS INDUSTRIE A310 a A300-600 všech certifikovaných verzí a výrobních čísel, vybavených motory General Electric CF6-80C2, na kterých nebyla ve výrobě zahrnuta AIRBUS INDUSTRIE modifikace č. 12271 (AIRBUS INDUSTRIE Service Bulletin A310-71-2030 nebo A300-71-6025 v provozu).

Datum účinnosti: ihned po obdržení

Provést v termínech: Jak je popsáno v DGAC AD 2000-165-307(B) (příloha tohoto PZZ).

Postup provedení prací: Dle DGAC AD 2000-165-307(B).

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové 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 DGAC AD 2000-165-307(B).

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Úřad pro civilní letectví

DGAC AD ref.: 2000-165-307(B)

AIRBUS INDUSTRIE

A310 and A300-600 aircraft

RH and LH aft engine mount links on CF6-80C2 engines (ATA 71) **1. APPLICABILITY:** AIRBUS INDUSTRIE A310 and A300-600 aircraft, all certified models and all serial numbers, equipped with General Electric CF6-80C2 engines, on which AIRBUS INDUSTRIE modification No. 12271 in production (AIRBUS INDUSTRIE Service Bulletin A310-71-2030 or A300-71-6025 in service) has not been embodied.

2. REASON:

An operator reported a crack at the upper end of the LH link on the aft engine mount assembly of a CF6-80A3 engine during a scheduled engine removal (which could result in a failure of the mount itself, leading to engine pivoting or, in the worst case, its separation).

Subsequent analyses showed that the same phenomenon could affect the CF6-80C2 engine. Thus a non-repetitive inspection of the LH aft attachment of the CF6-80C2 engines was rendered mandatory by Airworthiness Directive 98-504-274(B), dated December 16, 1998.

A thorough analysis of these events revealed that the premature initiation of structural fatigue cracks is due to bearing race migration, as well as internal bearing frictions.

It is thus necessary to introduce a program of repetitive inspections and extend the inspection zone to the RH engine mount.

3. ACTION:

3.1. Within 400 flights from the effective date of this Airworthiness Directive, unless already accomplished, take the actions of the General Electric Aircraft Engines Alert Service Bulletin CF6-80C2 72-A964, Revision 02 dated January 24, 2000.

3.2. Repeat the actions of paragraph 3.1. above at intervals not exceeding 400 flights or install new engine mount links, in accordance with the instructions of AIRBUS INDUSTRIE SB A310-71-2030 or A300-71-6025.

No further action is required in accordance with this AD, once AIRBUS INDUSTRIE SB A310-71-2030 or A300-71-6025 has been applied.

REF.:

General Electric Aircraft Engines Alert Service Bulletin

CF6-80C2 S/B 72-A964 revision 02 dated January 24, 2000

AIRBUS INDUSTRIE SB A310-71-2030 or A300-71-6025

(original issue or any later approved revision)

EFFECTIVE DATE: APRIL 29, 2000