

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-050/2000

Nahrazuje CAA-AD-043/1999

MOTOR - ROTAČNÍ SOUČÁSTI - KONTROLA

Týká se: motorů General Electric Company CF6-80A, CF6-80C2 a CF6-80E1, instalovaných na letadlech Airbus Industrie A300, A310 a A330, Boeing 747 a 767 a McDonnell Douglas MD-11, ale nejen na těchto.

Datum účinnosti: 15. června 2000

Provést v termínech: Jak je popsáno v FAA AD 2000-08-12 (příloha tohoto PZZ).

Postup provedení prací: Dle FAA AD 2000-08-12.

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 2000-08-12, který nahrazuje FAA AD 99-08-13.

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Ředitel technického inspektorátu
Úřad pro civilní letectví

2000-08-12 General Electric Company: Amendment 39-11698. Docket No. 98-ANE-49-AD. Supersedes AD 99-08-13, Amendment 39-11119.

Applicability: General Electric Company (GE) CF6-80A, CF6-80C2, and CF6-80E1 series turbofan engines, installed on but not limited to Airbus Industrie A300, A310, and A330 series, Boeing 747 and 767 series, and McDonnell Douglas MD-11 series airplanes.

Note 1: 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 critical life-limited rotating engine part failure, which could result in an uncontained engine failure and damage to the airplane, accomplish the following:

Inspections

(a) Within the next 30 days after the effective date of this AD, revise the manufacturer's Life Limits Section of the Instructions for Continued Airworthiness (ICA) for the CF6-80A model and the Airworthiness Limitations Section of the ICA for CF6-80C2/-80E1 models. For air carrier operations, revise the approved continuous airworthiness maintenance program, by adding the following:

"MANDATORY INSPECTIONS

(1) Perform inspections of the following parts at each piece-part opportunity in accordance with the instructions provided in the applicable manual provisions:

Part Nomenclature	Part number (P/N)	Inspect per Engine Manual Chapter
For CF6-80A Engines:		
Disk, Fan Rotor Stage 1	All	72-21-03 Paragraph 3. Fluorescent-Penetrant Inspect, and 72-21-03 Paragraph 4. Eddy Current Inspect
Disk, HPT Rotor Stage One	All	72-53-02 Paragraph 3. Fluorescent-Penetrant-Inspect Disk/Shaft per 70-32-02, and 72-53-02 Paragraph 6. Eddy Current Inspection, and 72-53-02 Paragraph 6.D. Disk Bore Area Eddy Current Inspection
Disk, HPT Rotor Stage Two	All	72-53-06 Paragraph 3. Fluorescent-Penetrant Inspection, and 72-53-06 Paragraph 6. Eddy Current Inspection of Rim Boltholes for Cracks, and 72-53-06 Paragraph 7. Disk Bore Area Eddy Current Inspection
For CF6-80C2 Engines:		
Disk, Fan Rotor Stage 1	All	Task 72-21-03-200-000-004 Fluorescent-Penetrant Inspection, and Task 72-21-03-200-000-008 Eddy Current Inspect Fan Rotor Disk Stage 1 Bore, Forward and Aft Hub Faces, and Bore Radii
Shaft, Fan Forward	All	Task 72-21-05-200-000-001 Fluorescent Penetrant Inspection, and Task 72-21-05-200-000-005 Vent Hole Eddy Current Inspection
Disk, HPT Rotor Stage One	All	Task 72-53-02-200-000-001 Fluorescent-Penetrant Inspect the HPT Rotor Stage 1 Disk/Shaft, and Task 72-53-02-200-000-005 Eddy Current Inspection, and Task 72-53-02-200-000-006 Disk Bore Area Eddy Current Inspection
Disk, HPT Rotor Stage Two	All	Task 72-53-06-200-000-002 Fluorescent-Penetrant Inspect the Stage 2 Disk, and Task 72-53-06-200-000-006 Eddy Current Inspection of the HPTR Stage 2 Rim Boltholes, and Task 72-53-06-200-000-007 Disk Bore Area Eddy Current Inspection
For CF6-80E1 Engines:		
Disk, Fan Rotor	All	Task 72-21-03-230-051 Fluorescent-Penetrant Inspection,

Stage One		and Task 72-21-03-250-051 or 72-21-03-250-052 Eddy Current Inspection
Shaft, Fan Forward	All	Task 72-21-05-230-051 Fluorescent Penetrant Inspection, and Task 72-21-05-250-051 Vent Hole Eddy Current Inspection
HPT Disk Stage One	All	Task 72-53-02-230-51 Fluorescent-Penetrant Inspection, and Task 72-53-02-200-001-005 Eddy Current Inspection, and Task 72-53-02-250-054 Disk Bore Area Eddy Current Inspection
HPT Disk Stage Two	All	Task 72-53-06-230-051 Fluorescent-Penetrant Inspection, and Task 72-53-06-200-001-006 Eddy Current Inspection of the HPTR Stage 2 Rim Boltholes, and Task 72-53-06-250-054 Disk Bore Area Eddy Current Inspection

(2) For the purposes of these mandatory inspections, piece-part opportunity means:

- (i) The part is considered completely disassembled when accomplished in accordance with the disassembly instructions in the manufacturer's engine manual; and
- (ii) The part has accumulated more than 100 cycles in service since the last piece-part opportunity inspection, provided that the part was not damaged or related to the cause for its removal from the engine."

(b) Except as provided in paragraph (c) of this AD, and notwithstanding contrary provisions in section 43.16 of the Federal Aviation Regulations (14 CFR 43.16), these mandatory inspections shall be performed only in accordance with the Life Limits Section of the Instructions for Continued Airworthiness (ICA) for the CF6-80A model and the Airworthiness Limitations Section of the ICA for CF6-80C2/-80E1 models.

Alternative Methods of Compliance

(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 Engine Certification Office (ECO). Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector (PMI), who may add comments and then send it to the ECO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Ferry Flights

(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 airplane to a location where the requirements of this AD can be accomplished.

Continuous Airworthiness Maintenance Program

(e) FAA-certificated air carriers that have an approved continuous airworthiness maintenance program in accordance with the record keeping requirement of § 121.369 (c) of the Federal Aviation Regulations [14 CFR 121.369 (c)] must maintain records of the mandatory inspections that result from revising the Life Limits Section of the Instructions

for Continued Airworthiness (ICA) for the CF6-80A model and the Airworthiness Limitations Section of the ICA for CF6-80C2/-80E1 models and the air carrier's continuous airworthiness program. Alternately, certificated air carriers may establish an approved system of record retention that provides a method for preservation and retrieval of the maintenance records that include the inspections resulting from this AD, and include the policy and procedures for implementing this alternate method in the air carrier's maintenance manual required by § 121.369 (c) of the Federal Aviation Regulations [14 CFR 121.369 (c)]; however, the alternate system must be accepted by the appropriate PMI and require the maintenance records be maintained either indefinitely or until the work is repeated. Records of the piece-part inspections are not required under § 121.380 (a) (2) (vi) of the Federal Aviation Regulations [14 CFR 121.380 (a) (2) (vi)]. All other Operators must maintain the records of mandatory inspections required by the applicable regulations governing their operations.

Note 3: The requirements of this AD have been met when the engine manual changes are made and air carriers have modified their continuous airworthiness maintenance plans to reflect the requirements in the engine manuals.

(f) This amendment becomes effective on October 23, 2000.

FOR FURTHER INFORMATION CONTACT:

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Issued in Burlington, Massachusetts, on April 14, 2000.

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