

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**CAA-AD-064/2000**

Datum vydání: 18. července 2000

## **MOTOR - ZADNÍ UZEL UCHYCENÍ MOTORU - KONTROLA/VÝMĚNA**

**Týká se:** motorů vyrobených firmou General Electric Company (GE) CF6-80C2A1/A2/A3/A5/A5F/A8/D1F, s instalovanou sestavou levého zadního uzlu uchycení motoru katalogových čísel (P/Ns) 9348M79G01 nebo 9348M79G02, nebo pravého zadního uzlu uchycení motoru katalogových čísel P/Ns 9348M84G01 nebo 9348M84G02. Tyto motory mohou být nainstalovány na letadlech Airbus Industrie A300 a A310 a McDonnell Douglas MD-11, ale nejen na těchto.

**Datum účinnosti:** 28. srpna 2000

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

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

Poznámky:

- Problematika tohoto PZZ byla již zohledněna v PZZ CAA-AD-T-047/2000, který byl vypracován na základě

**DGAC AD 2000-165-307(B).**

- 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 2000-12-08.

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

**2000-12-08 General Electric Company:** Amendment 39-11786. Docket 99-NE-45-AD.

*Applicability:* General Electric Company (GE) Models CF6-80C2A1/A2/A3/A5/A5F/A8/D1F turbofan engines, with left hand aft engine mount link assemblies, part numbers (P/Ns) 9348M79G01 or 9348M79G02 installed, or right hand aft engine mount link assemblies, P/Ns 9348M84G01 or 9348M84G02 installed. These engines are installed on but not limited to Airbus Industrie A300 and A310 series, and McDonnell Douglas MD-11 series aircraft.

**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 (e) 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 aft engine mount link failure, which can result in adverse redistribution of the aft engine mount loads and possible aft engine mount system failure, accomplish the following:

### **Initial Inspection**

(a) Visually inspect aft engine mount link assemblies for separations, cracks, and spherical bearing race migration, as follows:

#### **Not Previously Inspected**

(1) Within 400 cycles-in-service (CIS) after the effective date of this AD, if not previously inspected using GE CF6-80C2 Alert Service Bulletin (ASB) 72-A0964, Revision 2, dated January 24, 2000, Revision 1, dated November 12, 1999, or Original, dated April 16, 1999, or

#### **Previously Inspected**

(2) Within 400 cycles-since-last-inspection (CSLI), if previously inspected using GE CF6-80C2 Alert Service Bulletin (ASB) 72-A0964, Revision 2, dated January 24, 2000, Revision 1, dated November 12, 1999, or Original, dated April 16, 1999,

(3) Inspect in accordance with the Accomplishment Instructions of GE CF6-80C2 ASB 72-A0964, Revision 2, dated January 24, 2000.

#### **Cracked or Separated Parts**

(4) If a crack or separation is discovered, prior to further flight:

- (i) Remove the cracked or separated aft engine mount link assembly and the attaching hardware from service; and
- (ii) Replace with serviceable parts.

#### **Removal of Aft Engine Mount Link Assemblies with Spherical Bearing Race Migration**

(5) If an aft engine mount link assembly is found with spherical bearing race migration, but no cracks or separations, prior to further flight, either:

- (i) Remove the aft engine mount link assembly and the attaching hardware from service and replace with serviceable parts; or

#### **Additional Borescope Inspection of Aft Engine Mount Link Assemblies with Spherical Bearing Race Migration**

(ii) Perform an additional borescope inspection for cracks in accordance with paragraph (3)(I) of the Accomplishment Instructions of GE CF6-80C2 ASB 72-A0964, Revision 2, dated January 24, 2000.

#### **After Additional Borescope Inspection, If Parts Are Cracked**

(6) If a crack indication is discovered, prior to further flight, remove the cracked aft engine mount link assembly and the attaching hardware from service, and replace with serviceable parts.

#### **After Additional Borescope Inspection, If Parts Are Not Cracked (Grace Period)**

(7) If crack indications are not discovered, within 75 CIS after the inspection performed in accordance with paragraph (a)(5)(ii) of this AD, remove the aft engine mount link assembly from service, and replace with serviceable parts.

## **Attaching Hardware**

(8) Attaching hardware may be returned to service after inspection in accordance with paragraph 3(l)(1)(d) or 3(l)(2)(d) of GE CF6-80C2 ASB 72-A0964, Revision 2, dated January 24, 2000, as applicable, only if visual inspection of the removed link shows no cracks or separations.

**Note 2:** Link attaching hardware includes the nuts, bolts and washers that secure the link.

## **Repetitive Inspections**

(b) Thereafter, perform the actions required by paragraph (a) and associated subparagraphs at intervals not to exceed 400 CSLI.

## **Replacement with Improved Link Assemblies**

(c) Replace aft engine mount link assemblies with improved aft engine mount link assemblies at the next engine shop visit (ESV), or before accumulating 29,000 engine cycles since new (CSN), whichever occurs first.

(1) Replace in accordance with the Accomplishment Instructions of CF6-80C2 ASB 72-A0989, dated January 19, 2000.

## **Left Hand Aft Engine Mount Link Assemblies**

(2) Replace left-hand aft engine mount link assemblies, P/Ns 9348M79G01 or 9348M79G02, with improved left-hand aft engine mount link assemblies, P/N 1846M23G01.

## **Right Hand Aft Engine Mount Link Assemblies**

(3) Replace right hand aft engine mount link assemblies, P/Ns 9348M84G01 or 9348M84G02, with improved right hand aft engine mount link assemblies, P/N 9348M84G03.

## **Terminating Action**

(d) Installation of improved aft engine mount link assemblies in accordance with paragraph (c) and its subparagraphs constitutes terminating action to the inspections required by paragraphs (a) and (b) of this AD.

## **Alternative Methods of Compliance**

(e) 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.

## **Ferry Flights**

(f) 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 inspection requirements of this AD can be accomplished.

### **Incorporation By Reference**

(g) The inspection shall be done in accordance with the following GE Alert Service Bulletins: (ASBs) CF6-80C2 72-A0964, Revision 2, dated January 24, 2000; Revision 1, dated November 12, 1999; Original, dated April 16, 1999 and CF6-80C2 72-A0989, dated January 19, 2000. 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 Company via Lockheed Martin Technology Services, 10525 Chester Road, Suite C, Cincinnati, Ohio 45215, telephone (513) 672-8400, fax (513) 672-8422. 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.

### **Effective Date**

(h) This amendment becomes effective on August 28, 2000.

**FOR FURTHER INFORMATION CONTACT:** Karen Curtis, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7192, fax (781) 238-7199.

Issued in Burlington, Massachusetts, on June 8, 2000.

David A. Downey, Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service