

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**CAA-AD-102/1999**

Datum vydání: 04. října 1999

## **MOTOR - OBRACEČ TAHU - KONTROLA**

**Týká se:** motorů vyrobených firmou General Electric Company CF6--50, -80A1/A3 a -80C2A instalovaných na letadlech Airbus A300 a A310.

**Datum účinnosti:** 02. prosince 1999

**Provést v termínech:** Jak je popsáno v FAA AD 99-18-20 (příloha tohoto PZZ).

**Postup provedení prací:** Dle FAA AD 99-18-20.

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 99-18-20.

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

**99-18-20 GENERAL ELECTRIC COMPANY:** Amendment 39-11286. Docket 98-ANE-54-AD. Issued August 26, 1999.

**Applicability:** General Electric Company (GE) CF6-50, -80A1/A3, and -80C2A series turbofan engines, installed on Airbus A300 and A310 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 (b) 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 inadvertent in-flight thrust reverser deployment, which can result in loss of control of the airplane, accomplish the following:

(a) Perform initial and repetitive thrust reverser inspections and checks as follows:

(1) For GE CF6-50 series engines, perform inspections and checks in accordance with paragraph 2, Accomplishment Instructions, of Middle River Aircraft Systems CF6-50 Service Bulletin (SB) No. 78-3001, Revision 2, dated December 18, 1997, as follows:

(i) Perform the initial inspections and checks within 1,500 hours time-in-service (TIS) after the effective date of this AD.

(ii) Thereafter, perform inspections and checks at intervals not to exceed 6,000 hours TIS since last check.

(2) For CF6-80A1/A3 series engines, perform inspections and checks in accordance with paragraph 2, Accomplishment Instructions, of Middle River Aircraft Systems CF6-80A1/A3 SB No. 78-1002, Revision 3, dated January 21, 1999, as follows:

(i) Perform the initial inspections and checks within 1,500 hours TIS after the effective date of this AD.

(ii) Thereafter, perform inspections and checks at intervals not to exceed 7,000 hours TIS since last check.

(3) For CF6-80C2A series engines, perform inspections and checks in accordance with paragraph 2, Accomplishment Instructions, of Middle River Aircraft Systems CF6-80C2 Alert Service Bulletin (ASB) No. 78A1015, Revision 5, dated January 21, 1999, as follows:

(i) Perform the initial inspections and checks within 600 hours TIS after the effective date of this AD.

(ii) Thereafter, perform repetitive inspections and checks as follows:

(A) For engines with a double p-seal configuration, having translating cowl part numbers 491B1613000-109 or D52B1000-9, perform repetitive inspections and checks at intervals not to exceed 7,000 hours TIS since last inspection.

(B) For all other engines, perform repetitive inspections and checks at intervals not to exceed 600 hours TIS since last inspection.

(4) Perform corrective actions or deactivate the fan reverser in accordance with paragraph 2, Accomplishment Instructions, of the applicable SB or ASB prior to further flight.

(b) 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 request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(c) 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.

(d) The actions required by this AD shall be done in accordance with the following Middle River Aircraft Systems service documents:

<b>Document No</b>	<b>Pages</b>	<b>Revision</b>	<b>Date</b>
CF6-50 SB 78-3001	1-43	2	December 18, 1997
Total Pages: 43.			
CF6-80A1/A3 SB			
78-1002	1-31	3	January 21, 1999
Total Pages: 31.			

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 Middle River Aircraft Systems, Mail Point 46, 103 Chesapeake Park Plaza, Baltimore, MD, 21220-4295, attn: Warranty Support, telephone: (410) 682-0094, fax: (410) 682-0100. 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.

(e) This amendment becomes effective on November 2, 1999.

**FOR FURTHER INFORMATION CONTACT:**

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