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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-105/2004

Datum vydání: 09. listopadu 2004

GENERAL ELECTRIC Comp.
CF6-80C2

Tento PZZ byl vydán na základě Rozhodnutí č. 2/2003 výkonného ředitele EASA, které ustanovuje, že PZZ vydané úřadem státu typového návrhu jsou závazné pro všechny země EU.

MOTOR - ROZVÁDĚCÍ LOPATKY 2. STUPNĚ VYSOKOTLAKÉ TURBÍNY - KONTROLA

Týká se: motorů vyrobených firmou General Electric Company (GE) CF6-80C2A1, -80C2A2, -80C2A3, -80C2A5, -80C2A5F, -80C2A8, -80C2B1, -80C2B1F, -80C2B2, -80C2B2F, -80C2B4, -80C2B4F, -80C2B5F, -80C2B6, -80C2B6F, -80C2B6FA, -80C2B7F, -80C2B8F a -80C2D1F, jak je blíže uvedeno v části "Applicability" FAA AD 2004-22-07 (příloha tohoto PZZ).

Datum účinnosti: 01. prosince 2004.

Provést v termínech:

Jak je popsáno v FAA AD 2004-22-07 od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle FAA AD 2004-22-07.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do motorové knihy.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická – 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 2004-22-07.

Ing. Pavel MATOUŠEK
ředitel

2004-22-07 General Electric Company: Amendment 39-13835. Docket No. 2003-NE-43-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective December 1, 2004.

Affected ADs

(b) None.

Applicability

(c) This AD applies to General Electric Company (GE) CF6-80C2A1, -80C2A2, -80C2A3, -80C2A5, -80C2A5F, -80C2A8, -80C2B1, -80C2B1F, -80C2B2, -80C2B2F, -80C2B4, -80C2B4F, -80C2B5F, -80C2B6, -80C2B6F, -80C2B6FA, -80C2B7F, -80C2B8F, and -80C2D1F turbofan engines, with the part numbers (P/Ns) of high pressure turbine (HPT) stage 2 nozzle guide vanes (HPT S2 NGVs) listed in the following Table 1, installed:

Table 1.--Affected HPT S2 NGVs

HPT S2 NGV:	Provided that:
P/N 1347M66G03, P/N 1347M66G04, and P/Ns 1815M81G01 through 1815M81G07.	Insert, P/N 1957M40G01 or P/N 1957M40G02, was installed during repair.
P/Ns 9373M80G07 through 9373M80G22, and P/Ns 9373M80G25 through 9373M80G32.	Insert, P/N 1957M40G01 or P/N 1957M40G02, was installed during repair, or NGV was repaired by GE between April 1, 1998 through September 30, 1999.
P/Ns 9373M80G33 through 9373M80G36	Part was repaired.
P/Ns 2080M38G01 through 2080M38G16, and P/Ns 2080M38G19 through 2080M38G24.	Insert, P/N 1957M40G01 or P/N 1957M40G02, was installed during modification or repair.
P/Ns 2080M19G01 through 2080M19G04, P/Ns 2080M19G07 through 2080M19G16, P/Ns 2080M19G19 through 2080M19G46, P/Ns 2080M19G49 through 2080M19G70, and P/Ns 2080M19G73 through 2080M19G80.	Insert, P/N 1957M40G01 or P/N 1957M40G02, was installed during modification or repair.

These engines are installed on, but not limited to, Airbus A300, Airbus A310, Boeing 747, Boeing 767, and McDonnell Douglas MD-11 airplanes.

Unsafe Condition

(d) This AD results from an uncontained engine failure due to HPT S2 NGV distress. We are issuing this AD to prevent blade separation from HPT S2 NGV distress, which could result in an uncontained engine failure.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Initial Flex Borescope Inspection of NGVs

(f) Flex-borescope inspect the NGVs following paragraph 3.B.(3) through 3.B.(5) of Accomplishment Instructions of GE Service Bulletin (SB) No. CF6-80C2 S/B 72-0952, Revision 6, dated May 5, 2003, as follows:

Initial Inspection Thresholds

(1) For all P/N NGVs, initial-inspect after the effective date of this AD at the following applicable initial inspection thresholds:

(i) For CF6-80C2A2, -80C2B2, and -80C2B2F engines, inspect at or before accumulating 1,600 HPT cycles-since-overhaul (CSO).

(ii) For CF6-80C2A1, -80C2A3, -80C2A5, -80C2A5F, -80C2A8, - 80C2B1, -80C2B1F, -80C2B4, -80C2B4F, -80C2B5F, -80C2B6, -80C2B6F, - 80C2B6FA, -80C2B7F, -80C2B8F, and -80C2D1F engines, inspect at or before accumulating 800 CSO.

(2) For engines listed in paragraphs (f)(1)(i) and (f)(1)(ii) of this AD that are already beyond the initial inspection thresholds, inspect at or before accumulating an additional 200 CSO after the effective date of this AD.

Reinspection

(g) Reinspect or remove from service NGVs following the Conditions and Reinspection intervals listed in the "Inspection Table for Cracking in the Airfoil Outer Fillet", Figure 5, Sheets 1 and 2, of GE SB No. CF6-80C2 S/B 72-0952, Revision 6, dated May 5, 2003.

(h) If the recommendation contained in Figure 5, Sheets 1 and 2, of GE SB No. CF6-80C2 S/B 72-0952, Revision 6, dated May 5, 2003, states "reinspect at next regular S2 Blade inspection," then for the purposes of this AD, the next regular S2 Blade Inspection must be within the following intervals:

(1) For CF6-80C2D1F engines with 5.0 or more cycles per flight leg, the next regular S2 Blade inspection means within 250 cycles- since-last-inspection (CSLI).

(2) For all other engines listed in paragraph (c) of this AD, the next regular S2 Blade inspection means within 400 CSLI.

Engines Operated as More Than One Engine Model Configuration (Thrust Level)

(i) For NGVs installed in engines operated as more than one engine model configuration (thrust level), use the lowest applicable initial inspection threshold, and use the reinspection intervals associated with the current engine model.

Alternative Methods of Compliance

(j) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(k) You must use GE Service Bulletin No. CF6-80C2 S/B 72-0952, Revision 6, dated May 5, 2003, to perform the inspections and removals required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get a copy 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. You can review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:

http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html .

Related Information

(l) None.

▼ Footer Information

Issued in Burlington, Massachusetts, on October 20, 2004.
Francis A. Favara,
Acting Manager, Engine and Propeller Directorate, Aircraft
Certification Service.
[FR Doc. 04-23929 Filed 10-26-04; 8:45 am]
BILLING CODE 4910-13-P