



CIVIL AVIATION AUTHORITY
CZECH REPUBLIC

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AIRWORTHINESS DIRECTIVE

Number: CAA-AD-017/2003

Date of issue: January 30, 2003

**GENERAL ELECTRIC Comp.
CF6-50, CF6-80C2**

ENGINE - LOW PRESSURE TURBINE - REPLACEMENT

Applicability: General Electric Company (GE) CF6-50 and CF6-80C2 turbofan engines, except CF6-80C2 engines configured with the combination of low pressure turbine (LPT) case, part number (P/N) 1647M68G15; and LPT stage 2 shroud, P/N 1862M62G01 or 1862M62G03; and LPT stage 3 shroud, P/N 1862M63G01 or 1862M63G03; and LPT stage 4 shroud, P/N 1862M64G01 or 1862M64G03. These engines are installed on, but not limited to, DC-10-15, DC-10-30, MD11, 747, 767, A300 and A310 airplanes.

Effective date: March 20, 2003

Compliance: Required as indicated FAA AD 2003-02-07.

Remarks: The compliance of this AD must be recorded in Aircraft Logbook, where applicable the requirements of this AD must be integrated into Aircraft Technical Documentation. Address inquiries concerning this AD to: Civil Aviation Authority, Airworthiness Division, Ruzyne Airport, 160 08 Prague 6, Czech Republic, tel.: 420 2 33320922, fax: 420 2 20562270.

Ing. Pavel MATOUŠEK
Director of Airworthiness Division
CAA CZ

2003-02-07 General Electric Company: Amendment 39-13024. Docket No. 2001-NE-19-AD.

Applicability: This airworthiness directive (AD) is applicable to General Electric Company (GE) CF6-50 and CF6-80C2 turbofan engines, except CF6-80C2 engines configured with the combination of low pressure turbine (LPT) case, part number (P/N) 1647M68G15; and LPT stage 2 shroud, P/N 1862M62G01 or 1862M62G03; and LPT stage 3 shroud, P/N 1862M63G01 or 1862M63G03; and LPT stage 4 shroud, P/N 1862M64G01 or 1862M64G03. These engines are installed on, but not limited to, DC-10-15, DC-10-30, MD11, 747, 767, A300 and A310 airplanes.

Note 1: This 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 (d) 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: Compliance with this AD is required as indicated, unless already done.

To prevent uncontained engine failure and possible airplane damage, do the following:

CF6-80C2 Engines

(a) For CF6-80C2 engines configured with the combination of low pressure turbine (LPT) case, part number (P/N) 1647M68G15; and LPT stage 2 shroud, P/N 1862M62G01 or 1862M62G03; and LPT stage 3 shroud, P/N 1862M63G01 or 1862M63G03; and LPT stage 4 shroud, P/N 1862M64G01 or 1862M64G03, no further action is required.

(b) At the next shroud piece-part exposure, but no later than July 31, 2010, remove existing stage 2, 3, and 4 LPT CF6-80C2 shrouds and replace with new design P/N's listed in the following Table 1:

Table 1.--CF6-80C2 Acceptable New Shroud Part Numbers

Stage	Part No.
2	2083M12G01, PCT2083M12G01, KT2083M12G01, or H042 ¹
3	2083M13G01, PCT2083M13G01, KT2083M13G01, or H042 ¹
4	2083M14G01, PCT2083M14G01, KT2083M14G01, or H042 ¹

¹ Parts marked with H042, H036, or H037 are parts that have been repaired by an FAA-approved process specification. In addition to this process specification marking, each part must show its original (i.e. before repair) part number and a work order number (i.e. WOxxxxx).

CF6-50 Engines

(c) At the next shroud piece-part exposure, but no later than July 31, 2010, remove existing stage 1, 2, 3 and 4 LPT CF6-50 shrouds and replace with new design P/N's as listed in the following Table 2:

Table 2.--CF6-50 Acceptable New Shroud Part Numbers

Stage	Part No.
1	1822M35G01, PCT1822M35G01, KT1822M35G01, or H036 ¹
2	1822M36G01, PCT1822M36G01, KT1822M36G01, or H037 ¹
3	1822M36G02, PCT1822M36G02, KT1822M36G02, or H037 ¹
4	1822M37G01, PCT1822M37G01, KT1822M37G01, or H037 ¹

¹ Parts marked with H042, H036, or H037 are parts that have been repaired by an FAA-approved process specification. In addition to this process specification marking, each part must show its original (i.e. before repair) part number and a work order number (i.e. WOxxxxx).

Alternative Methods of Compliance

(d) 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 (ECO). Operators must submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

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

Special Flight Permits

(e) Special flight permits may be issued in accordance with §§ 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 done.

Effective Date

(f) This amendment becomes effective on March 3, 2003.