


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<b>AD N° : 2004-0007</b>  <b>Issued/Date:</b> 15, December 2004

No person may operate a product to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.

<b>Type Approval Holder's Name</b>	<b>Type/Model designation(s)</b>
<b>General Electric Aircraft Engines</b>	<b>GE CF6-50C engines</b>
<b>TCDS Number:</b> FAA E23EA	
<b>Foreign AD:</b> None	
<b>Supersedure:</b> This AD supersedes EASA member state AD number: United Kingdom 001-02-99	

<b>ATA 72 – Secondary fan containment shield - Installation</b>
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<b>Manufacturer:</b>	General Electric Aircraft Engines
<b>Applicability:</b>	GE CF6-50C, C1, C2, C2B, C2F and C2R engines known to be installed in, but not limited to, McDonnell Douglas (now Boeing) DC-10 and Airbus A300 aircraft.
<b>Reason:</b>	Uncontained fan blade failure
<b>Effective Date:</b>	15 December 2004
<b>Compliance:</b>	<p>Within 12 month form the effectivity date modify the forward fan stator cases by installing a secondary containment shield, brackets and associated hardware in accordance with the applicable General Electric Aircraft Engines Service Bulletins CF6-50 S/B 72-985 and CF6-50 S/B 72-986.</p> <p>(original UK effectivity date was 08 March 1999)</p>
<b>Ref. Publications:</b>	GEAE CF6-50 SB No. 72-985 and 72-986
<b>Remarks</b>	<p>Enquiries regarding this Airworthiness Directive should be referred to: Mr Klaus Böwing, EASA Certification Manager Propulsion; <a href="mailto:klaus.boewing@easa.eu.int">klaus.boewing@easa.eu.int</a></p> <p>EASA Postfach 101253 D-50452 Köln Germany</p>