

CONSIGNE DE NAVIGABILITE

définie par la DIRECTION GENERALE DE L'AVIATION CIVILE

Les examens ou modifications décrits ci-dessous sont impératifs. La non application des exigences contenues dans cette consigne entraîne l'inaptitude au vol de l'aéronef concerné.

CFM INTERNATIONAL

Turboréacteurs CFM56

Pièces tournantes - Vies limites (ATA 05, 72)

Ceci est une Consigne de Navigabilité de Couverture Administrative.

This is an Administrative Cover Airworthiness Directive.

La présente CNCA remplace la CNCA / *This CNCA replaces CNCA*
2000-294-IMP(B).

Référence de l'AD d'origine / Reference of the original AD : FAA 2002-13-03

AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
**Federal Aviation
Administration**

We post ADs on the internet at "www.airweb.faa.gov/rgl"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

2002-13-03 CFM International: Amendment 39-12790. Docket No. 98-ANE-38-AD. Supersedes AD 2000-12-01, Amendment 39-11779.

Applicability

This airworthiness directive (AD) is applicable to CFM International (CFMI) CFM56-2, -2A, -2B, -3, -3B, -3C, -5, -5B, -5C, and -7B series turbofan engines, installed on but not limited to McDonnell Douglas DC-8 series, Boeing 737 series, Airbus Industrie A319, A320, A321, and A340 series, as well as Boeing C-135, E-3, E-6, KC-135, KE-3, and RC-135 (military) series 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 (c) 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 accomplished.

To prevent critical life-limited rotating engine part failure, which could result in an uncontained engine failure and damage to the airplane, accomplish the following:

Inspections

(a) Within the next 30 days after the effective date of this AD, revise the Airworthiness Limitations Section (chapter 05-00-00) of Engine Shop Manual (ESM) CFMI-TP.SM.4, for CFM56-2 series engines, ESM CFMI-TP.SM.6, for CFM56-2A/-2B series engines, ESM CFMI-TP.SM.5, for CFM56-3/-3B/-3C series engines, ESM CFMI-TP.SM.7 for CFM56-5 series engines, ESM CFMI-TP.SM.9 for CFM56-5B series engines, ESM CFMI-TP.SM.8 for CFM56-5C series engines, and ESM CFMI-TP.SM.10 for CFM56-7B series engines, and for air carrier operations, revise the approved continuous airworthiness maintenance program, by adding the following:

"MANDATORY INSPECTIONS

(1) Perform inspections of the following parts at each piece-part opportunity in accordance with the Inspection/Check section instructions provided in the applicable manual sections listed below:

Engine models	Part name	Engine manual section	Inspection
All Models	Fan Disk (All Part Numbers (P/N))	72-21-03	Disk Fluorescent Penetrant Inspection (FPI) and Disk Bore and Dovetail Eddy Current Inspection (ECI).
All Models	Fan Shaft (All P/N)	72-22-01	Magnetic Particle Inspection (MPI).
CFM56-2, -2A, -2B, -3, -3B, and -3C.	HPT Disk (All P/N)	72-52-02	FPI, Disk Bore ECI and Disk Rim Bolt Hole(s) ECI.
CFM56-5, -5B, -5C, and -7B	HPT Disk (All P/N)	72-52-02	FPI, Disk Bore ECI.
CFM56-2	HPT Front Rotating Air Seal (All P/N)	72-52-03	FPI, Seal Bore ECI and Bolt Hole(s) or Focused FPI as applicable.
CFM56-2A, -2B, -3, -3B, and -3C.	HPT Front Rotating Air Seal (All P/N)	72-52-03	FPI, Seal Bore ECI and Bolt Hole(s) ECI.
CFM56-5, -5B, -5C, and -7B	HPT Front Rotating Air Seal (All P/N)	72-52-03	FPI, Seal Bore ECI and Bolt Hole(s) Focused FPI.
All Models	HPC Stage 1-2 Spool (All P/N)	72-31-04	FPI.
All Models	HPC Stage 3 Disk (All P/N)	72-31-05	FPI.
All Models	HPC Stage 4-9 Spool (All P/N)	72-31-06	FPI.
All Models	HPC Front Shaft (All P/N)	72-31-07	FPI.
All Models	HPC Rear (CDP) Air Seal (All P/N)	72-31-08	FPI.
All Models	LPT Stage 1 Disk (All P/N)	72-54-03	FPI.
All Models	LPT Stage 2 Disk (All P/N)	72-54-03	FPI.
All Models	LPT Stage 3 Disk (All P/N)	72-54-03	FPI.
All Models	LPT Stage 4 Disk (All P/N)	72-54-03	FPI.
CFM56-5C.	LPT Stage 5 Disk (All P/N)	72-54-03	FPI.
All Models	LPT Rotor Support (All P/N)	72-54-05	FPI.
All Models	LPT Shaft (All P/N)	72-55-01	MPI.
CFM56-2, -2A, -2B, -3, -3B and -3C.	LPT Stub Shaft (All P/N)	72-55-02	FPI.

(2) For the purposes of these mandatory inspections, piece-part opportunity means:

(i) The part is considered completely disassembled when accomplished in accordance with the disassembly instructions in the manufacturer's engine manual; and

(ii) The part has accumulated more than 100 cycles in service since the last piece-part opportunity inspection, provided that the part was not damaged or related to the cause for its removal from the engine."

(b) Except as provided in paragraph (c) of this AD, and notwithstanding contrary provisions in Sec. 43.16 of the Federal Aviation Regulations (14 CFR 43.16), these mandatory inspections must be performed only in accordance with the Time Limits section of the manufacturer's ESM.

Alternative Methods of Compliance

(c) 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 must 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.

Special Flight Permits

(d) Special flight permits may be issued in accordance with Secs. 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Continuous Airworthiness Maintenance Program

(e) FAA-certificated air carriers that have an approved continuous airworthiness maintenance program in accordance with the record keeping requirement of Sec. 121.369(c) of the Federal Aviation Regulations (14 CFR 121.369(c)) of this chapter must maintain records of the mandatory inspections that result from revising the Airworthiness Limitations Section of the applicable ESM and the air carrier's continuous airworthiness program. Alternatively, certificated air carriers may establish an approved system of record retention that provides a method for preservation and retrieval of the maintenance records that include the inspections resulting from this AD, and include the policy and procedures for implementing this alternate method in the air carrier's maintenance manual required by Sec. 121.369(c) of the Federal Aviation Regulations (14 CFR 121.369 (c)); however, the alternate system must be accepted by the appropriate PMI and require the maintenance records be maintained either indefinitely or until the work is repeated. Records of the piece-part inspections are not required under Sec. 121.380(a)(2)(vi) of the Federal Aviation Regulations (14 CFR 121.380(a)(2)(vi)). All other operators must maintain the records of mandatory inspections required by the applicable regulations governing their operations.

Note 3: The requirements of this AD have been met when the ESM changes are made and air carriers have modified their continuous airworthiness maintenance plans to reflect the requirements in the applicable ESM.

Effective Date

(f) This amendment becomes effective on August 1, 2002.

Issued in Burlington, Massachusetts, on June 17, 2002.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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