

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.

Translation of 'Consigne de Navigabilité' ref. : 97-327(B)
In case of any difficulty, reference should be made to the French original issue.

CFM INTERNATIONAL

CFM 56-2 et -3 turbo-engines

HPT disk inspection

The present Airworthiness Directive applies to CFM International (CFMI) CFM56-2, CFM56-2A, CFM56-2B, CFM56-3, CFM56-3B and CFM56-3C installed on, but not limited to McDONNELL DOUGLAS DC8 series, BOEING E-3, E-6, KC-135, series and BOEING 737 series. It requires a one time Eddy current inspection of certain high pressure turbine rotor (HPTR) disks.

This Airworthiness Directive is prompted by a report of a HPTR disk found to have a crack in a rim bolt hole during a routine shop manual Eddy current inspection. Investigation revealed that the crack initiated from a gouge in the bolt hole. The gouge is the result of a drill break that occurred when the rim bolt hole was manufactured.

From effective date of the present Airworthiness Directive the following measures are mandatory :

A) Eddy current inspect HPTR disks, Part Numbers 1475M29P01, 1475M29P02, 9514M69P01, 9514M69P04, 9514M69P05, 9514M69P06 and 9514M69P09, with Serial Numbers listed in Table 1 of the applicable Service Bulletin (SB), as follows :

- 1)** For CFM56-2 engines, in accordance with CFM56-2 SB n° 72-817 dated January 14, 1997.
- 2)** For CFM56-2A engines, in accordance with CFM56-2A SB n° 72-419, Revision 1 dated January 31, 1997.
- 3)** For CFM56-2B engines, in accordance with CFM56-2B SB n° 72-561, Revision 1 dated January 31, 1997.
- 4)** For CFM56-3, -3B, -3C engines, in accordance with CFM56-3/ -3B/ -3C SB n° 72-843 dated January 14, 1997.

This must be accomplished for affected engines :

- 1)** Prior to June 30, 1998 for CFM56-2 engines.
- 2)** Within 500 cycles after the effective date of this Airworthiness Directive, or by December 31, 1999, whichever occurs first for CFM56-2A engines.
- 3)** Within 500 cycles after the effective date of this Airworthiness Directive, or by December 31, 1999, whichever occurs first for CFM56-2B engines.
- 4)** Prior to June 30, 1998 for CFM56-3, -3B, -3C engines.

n/JA

November 05, 1997

CFM INTERNATIONAL
CFM56-2 and -3 turbo-engines

97-327(B)

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B) Remove from service HPTR disks found cracked or gouged.

Ref. : SB CFMI N° 72-817 dated January 14, 1997
72-419 Rev. 1 dated January 31, 1997
72-561 Rev. 1 dated January 31, 1997
72-843 dated January 14, 1997

EFFECTIVE DATE : NOVEMBER 15, 1997