

Airworthiness Directive

AD No.: 2020-0044

Issued: 03 March 2020

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

CFM INTERNATIONAL S.A.

Type/Model designation(s):

CFM56-5B, CFM56-5C and CFM56-7B engines

Effective Date: 17 March 2020

TCDS Number(s): EASA.E.003 and EASA.E.004

Foreign AD: Not applicable

Supersedure: None

ATA 72 – Engine – High-Pressure Turbine Inner Stationary Seal – Inspection

Manufacturer(s):

SAFRAN Aircraft Engines, formerly SNECMA (France); General Electric Aviation (United States)

Applicability:

CFM56-5B1, CFM56-5B1/2P, CFM56-5B1/3, CFM56-5B1/P, CFM56-5B2, CFM56-5B2/2P, CFM56-5B2/3, CFM56-5B2/P, CFM56-5B3/2P, CFM56-5B3/2P1, CFM56-5B3/3, CFM56-5B3/3B1, CFM56-5B3/P, CFM56-5B3/P1, CFM56-5B4, CFM56-5B4/2P, CFM56-5B4/2P1, CFM56-5B4/3, CFM56-5B4/3B1, CFM56-5B4/P, CFM56-5B4/P1, CFM56-5B5, CFM56-5B5/3, CFM56-5B5/P, CFM56-5B6, CFM56-5B6/2P, CFM56-5B6/3, CFM56-5B6/P, CFM56-5B7, CFM56-5B7/3, CFM56-5B7/P, CFM56-5B8/3, CFM56-5B8/P, CFM56-5B9/2P, CFM56-5B9/3 and CFM56-5B9/P engines, all serial numbers (s/n);

CFM56-5C2, CFM56-5C2/4, CFM56-5C2/F, CFM56-5C2/F4, CFM56-5C2/G, CFM56-5C2/G4, CFM56-5C2/P, CFM56-5C3/F, CFM56-5C3/F4, CFM56-5C3/G, CFM56-5C3/G4, CFM56-5C3/P, CFM56-5C4, CFM56-5C4/1, CFM56-5C4/P and CFM56-5C4/1P engines, all s/n; and

CFM56-7B20, CFM56-7B20/2, CFM56-7B20/3, CFM56-7B20E, CFM56-7B22, CFM56-7B22/2, CFM56-7B22/3, CFM56-7B22/3B1, CFM56-7B22/B1, CFM56-7B22E, CFM56-7B22E/B1, CFM56-7B24, CFM56-7B24/2, CFM56-7B24/3, CFM56-7B24/3B1, CFM56-7B24/B1, CFM56-7B24E, CFM56-7B24E/B1, CFM56-7B26, CFM56-7B26/2, CFM56-7B26/3, CFM56-7B26/3B1, CFM56-7B26/3B2, CFM56-7B26/3B2F, CFM56-7B26/3F, CFM56-7B26/B1, CFM56-7B26/B2, CFM56-7B26E, CFM56-7B26E/B1, CFM56-7B26E/B2, CFM56-7B26E/B2F, CFM56-7B26E/F,

CFM56-7B27, CFM56-7B27/2, CFM56-7B27/3, CFM56-7B27/3B1, CFM56-7B27/3B1F, CFM56-7B27/3B3, CFM56-7B27/3F, CFM56-7B27/B1, CFM56-7B27/B3, CFM56-7B27A, CFM56-7B27A/3, CFM56-7B27AE, CFM56-7B27E, CFM56-7B27E/B1, CFM56-7B27E/B1F, CFM56-7B27E/B3 and CFM56-7B27E/F engines, all s/n.

These engines are known to be installed on, but not limited to, Airbus A318, A319, A320, A321 and A340 aeroplanes, and Boeing 737-600, 737-700, 737-800, 737-900 and 737-900ER series aeroplanes.

Definitions:

For the purpose of this AD, the following definitions apply:

The applicable SB: CFM International S.A. (CFMI) Service Bulletin (S/B) CFM56-5C S/B 72-0796 revision (rev.) 01, CFM56-5B S/B 72-0952 rev. 01 and CFM56-7B S/B 72-1054 rev. 01, as applicable.

Affected seal: High-pressure turbine (HPT) inner stationary seals, having Part Number (P/N) 1808M56G01 and an s/n as listed in Table 1 of the applicable SB, except those that, after the corresponding year as listed in Table 1 of the applicable SB, had a honeycomb replacement in accordance with the instructions of the applicable repair 003.

Applicable repair 003: CFM56-5B engine shop manual (ESM), 72-41-03, repair 003; CFM56-5C ESM, 72-41-03 repair 003; and CFM56-7B ESM, 72-41-03, repair 003, as applicable.

Groups: Group 1 engines are those that have an affected seal installed. Group 2 engines are those that do not have an affected seal installed.

Engine shop visit: Induction of an engine into the shop for maintenance involving the separation of pairs of major mating engine case flanges. Separation of engine flanges solely for the purpose of transportation without subsequent maintenance does not constitute an engine shop visit.

Reason:

Occurrences have been reported of finding cracks in the rotating air HPT front seal. Subsequent investigations identified a batch of HPT inner stationary seals which, as a consequence of an in-service honeycomb replacement, could release material that leads to the damage to the rotating air HPT front seal.

This condition, if not corrected, could lead to uncontained release of the rotating air HPT front seal, damage to the engine, and damage to the airplane.

To address this potential unsafe condition, CFMI issued the original issue of the applicable SB, later revised, providing instructions to inspect the affected seals.

For the reason described above, this AD requires a one-time in-shop inspection of each affected seal, its replacement with a not affected one and, depending on inspection findings, accomplishment of applicable additional corrective actions.



Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection:

- (1) For Group 1 engines: During the next engine shop visit after the effective date of this AD, inspect the affected seal in accordance with the instructions of the applicable SB.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, honeycomb separation is detected, before release to service of that engine, accomplish the actions as required by paragraphs (2.1) to (2.4) of this AD in accordance with the instructions of the applicable SB.
 - (2.1) Replace the affected seal with a not affected one (see Note 1 of this AD).
 - (2.2) Replace the rotating air HPT front seal with a serviceable one.
 - (2.3) Replace the HPT rotor blades with serviceable ones.
 - (2.4) Remove from service the No. 3 ball bearing.
- (3) If, during the inspection as required by paragraph (1) of this AD, no honeycomb separation is detected, before release to service of that engine, replace the affected seal with a not affected one in accordance with the instructions of the applicable SB (see Note 1 of this AD).

Note 1: Following accomplishment of the applicable repair 003 after the corresponding year as listed in Table 1 of the applicable SB, an HPT inner stationary seal is a not affected seal.

Credit:

- (4) Inspections and corrective actions, accomplished on an engine before the effective date of this AD in accordance with the original issue of the applicable SB, are acceptable to comply with the requirements of paragraphs (1) to (3) of this AD, as applicable, for that engine.

Parts Installation:

- (5) Do not install on any engine an affected seal, as required by paragraph (5.1) or (5.2) of this AD, as applicable.
 - (5.1) For Group 1 engines: After accomplishment of the corrective actions on the engine as required by paragraph (2) or (3) of this AD, as applicable.
 - (5.2) For Group 2 engines: From the effective date of this AD.



Ref. Publications:

CFM International S.A. CFM56-5C S/B 72-0796 original issue dated 26 April 2019, or rev. 01 dated 15 January 2020.

CFM International S.A. CFM56-5B S/B 72-0952 original issue dated 23 April 2019, or rev. 01 dated 15 January 2020.

CFM International S.A. CFM56-7B S/B 72-1054 original issue dated 23 April 2019, or rev. 01 dated 17 January 2020.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 04 November 2019 as PAD 19-196 for consultation until 02 December 2019, and republished as PAD 19-196R1 on 27 January 2020 for additional consultation until 10 February 2020. The Comment Response Documents can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: CFM International S.A., Customer Support Centre, Telephone: +33 1 64 14 88 66, Fax: +33 1 64 79 85 55, E-mail: cfm.csc@safrangroup.com,

or

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