



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-196

Issued: 04 November 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

CFM INTERNATIONAL S.A.

Type/Model designation(s):

CFM56-5B and CFM56-7B engines

Effective Date: [TBD - standard: 14 days after AD issue date]

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); 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 and A321 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) CFM56-5B S/B 72-0952 and CFM56-7B S/B 72-1054, 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; 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 applicable SB, 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 and, depending on findings, accomplishment of applicable 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:
- (2.1) Honeycomb separation is detected: before release to service of that engine, accomplish the actions as required by paragraphs (2.1.1) to (2.1.4) of this AD in accordance with the instructions of the applicable SB.
 - (2.1.1) Replace the affected seal with a not affected one.
 - (2.1.2) Replace the rotating air HPT front seal with a serviceable one.
 - (2.1.3) Inspect HPT rotor blade internal cavities and, in case honeycomb metal debris is found, replace the HPT rotor blade with a serviceable one.
 - (2.1.4) Remove from service the No. 3 ball bearing.
 - (2.2) 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.

Parts Installation:

- (3) Do not install on any engine an affected seal, as required by paragraph (3.1) or (3.2) of this AD, as applicable.
- (3.1) For Group 1 engines: After accomplishment of the corrective actions on the engine as required by paragraph (2.1) or (2.2) of this AD, as applicable.
 - (3.2) For Group 2 engines: From the effective date of this AD.

Ref. Publications:

CFM International S.A. CFM56-5B S/B 72-0952 original issue dated 23 April 2019.

CFM International S.A. CFM56-7B S/B 72-1054 original issue dated 23 April 2019.

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

Remarks:

1. This Proposed AD will be closed for consultation on 02 December 2019.



2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, 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

CFM Inc. Aviation Operations Centre, Telephone: +1 513-552-3272, or +1 877-432-3272, Fax: +1 877-432-3329, E-mail: geae.aoc@ge.com, or aviation.fleetsupport@ge.com.

