

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. : 89-181(B) R3
In case of any difficulty, reference should be made to the French original issue.

CFMI

CFM 56 turbofan engines

N° 3 bearing

This Airworthiness Directive applies to CFM International (CFMI) CFM 56-2/ -3/-3B/-3C/-5 series turbofan engines.

To prevent failure of number 3 bearings, accomplish the following :

A -for CFM 56-3/-3B/-3C series engines equipped with number 3 bearings, part numbers (P/N) 9732M10P12 (serial number (S/N) series FAFDxxxx and FAFExxxx) ; 9732M10P18 ; and 1362M76P02 accomplish the following :

- 1** - Unless already accomplished, inspect the forward sump magnetic plug chip detector in accordance with Service Bulletin CFMI CFM 56-3/-3B/-3C N° 72-530 Revision 3 dated November 17, 1995 (or later revision), within the next 50 hours time in service (TIS) after the effective date of this AD. Thereafter, reinspect the forward sump magnetic plug chip detector at intervals not to exceed 50 hours TIS since last inspection (SLI) in accordance with the instructions of the same maintenance Manual until accomplishment of paragraph **2** below. Remove from service, prior to further flight, engines which exhibit magnetic plug chip detector metallic debris defined as not serviceable in accordance with the instructions of the maintenance Manual.

The bearings P/N 9732M10P12 series FAFD xxx and FAFExxx having accumulated more than 6,000 hours TIS are no longer required to comply with this repetitive inspection.

- 2**- Remove from service number 3 bearings at the next shop visit, or on or before December 31, 1997, whichever occurs first.

Note : Shop visit is defined as exposure of the inlet gearbox.

B -For CFM56-2 series engines equipped with number 3 bearings, P/N 9732M10P12 (S/N series FAFDxxxx and FAFExxxx) and 9732M10P18 :

- 1** - Unless already accomplished, inspect the forward sump magnetic plug chip detector in accordance with CFMI CFM 56-2 Service Bulletin N° 72-620 Revision 4 dated November 17, 1995 (or later revision), within the next 50 hours TIS after the effective date of this AD. Thereafter, reinspect the forward sump magnetic plug chip detector at intervals not to exceed 50 hours TIS SLI in accordance with the instructions of the same Manual until accomplishment of paragraph **2** below. Remove from service, prior to further flight, engines which exhibit magnetic plug chip detector metallic debris defined as not serviceable in accordance with the same Manual.

The bearing P/N 9732 M10P12 series FAFD xxx and FAFE xxx having accumulated more than 6,000 hours TIS are not longer required to comply with this repetitive inspection.

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v/PV

January 17, 1996

CFMI
CFM 56 turbofan engines

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- 2 - Remove from service affected number 3B bearings at the next shop visit, or on or before December 31, 1997, whichever occurs first.

Note : Shop visit is defined as exposure of the inlet gearbox.

- C** -For CFM 56-3/-3B/-3C series engines equipped with number 3 bearings, P/N 9732M10P10 9732M10P17 ; and 9732M10P12 (S/N series other than FAFDxxxx or FAFExxxx), accomplish the following :

- Unless already accomplished, inspect the forward sump magnetic plug chip detector in accordance with the instructions of CFMI Service Bulletin CFM 56-3/-3B/-3C N° 72-530 Revision 3 dated November 17, 1995 (or later revision), within the next 75 hours TIS after the effective date of this AD. Thereafter, reinspect the forward sump magnetic plug chip detector at intervals not to exceed 75 hours TIS SLI in accordance with the instructions of the Manual. Remove from service, prior to further flight, engines which exhibit magnetic plug chip detector metallic debris defined as not serviceable in accordance with the instructions of the Manual.

The repetitive inspection is to be discontinued when the bearing will have accumulated more than 6,000 hours TIS.

- D** -For CFM 56-2 series engines equipped with number 3 bearings, P/N 9732M10P10 ; 9732M10P17 ; and 9732M10P12 (S/N series other than FAF D or FAF E), accomplish the following :

- Unless already accomplished, inspect the forward sump magnetic plug chip detector in accordance with Service Bulletin CFMI 56-2 N° 72-620 Revision 4 dated November 17, 1995 (or later revision), within the next 75 hours TIS after the effective date of this AD. Thereafter, reinspect the forward sump magnetic plug chip detector at intervals not to exceed 75 hours TIS SLI in accordance with the same instructions. Remove from service, prior to further flight, engines which exhibit magnetic plug chip detector metallic debris defined as not serviceable in accordance with the same instructions.

The repetitive inspection is to be discontinued when the bearing will have accumulated more than 6,000 hours TIS.

- E** -Bearing P/N 9732M10P12 (S/N series FAFDxxxx and FAFExxxx) inspected as previously required under "Consigne de Navigabilité" n° 89-080(B) (FAA AD 89-17-04) or 89-181(B) R1/R2 is considered in compliance with the requirements of paragraph A and B of this AD.

- F** -For CFM 56-5 series engines equipped with number 3 bearing, P/N 9542M60P01, accomplish the following :

Unless already accomplished, inspect the forward sump magnetic plug chip detector in accordance with the instructions of AIRBUS A 320 aircraft maintenance manual, revision 8, dated February 1, 1989, section 79-21-10 "Inspection/Check", 50 hours TIS after the effective date of this AD. Thereafter, reinspect the forward sump magnetic plug chip detector at intervals not to exceed 50 hours TIS SLI in accordance with the same Manual. Remove from service, prior to further flight, engines which exhibit magnetic plug chip detector metallic debris defined as not serviceable in accordance with the Manual.

- G** -Upon submission of substantiating data by an owner or operator, an alternative method of compliance with the requirements of this AD or adjustments to the compliance times specified in this AD, may be approved by the Authority.

Ref. : SB CFM 56-2 N° 72-620 R4
SB CFM 56-3/-3B/-3C N° 72-530 R3

This Revision 3 replaces the A.D. 89-181(B)R2 dated November 10, 1993.

EFFECTIVE DATES :

Original AD : DECEMBER 09 1989
Revision 1 : MARCH 30 1991
Revision 2 : NOVEMBER 20 1993
Revision 3 : JANUARY 27, 1996