


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0209</p> <p>Date: 08 October 2012</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
Design Approval Holder's Name : CFM International SA	Type/Model designation(s) : CFM56-3 and CFM56-7B Engines
TCDS Number :	EASA.E.066 and EASA.E.004
Foreign AD :	Not applicable
Supersedure :	None
ATA 72	Engine – Accessory Gearbox (AGB) Hand-Cranking Pad – Modification
Manufacturer(s):	SNECMA, General Electric
Applicability:	<p>CFM56-3 engines all models, all serial numbers not equipped with an AGB Part Number (P/N) 335-300-112-0.</p> <p>CFM56-7B engines, all models, except CFM56-7B27A, CFM56-7B27A/3, and CFM56-7B27AE, all serial numbers, not equipped with an AGB P/N 340-046-508-0 or P/N 340-046-509-0.</p> <p>These engines are known to be installed on, but not limited to, Boeing 737 aeroplanes.</p>
Reason:	<p>Reports of CFM56-3 and CFM56-7B engine oil loss and engine failure were received following the accomplishment of maintenance tasks which require the removal of the AGB hand-cranking cover. In four instances the oil loss affected the two engines of the same aeroplane. The subsequent investigations determined that the re-installation of the AGB hand-cranking cover was incorrectly completed. This condition may lead to engine oil loss and engine failure, which could lead to an emergency landing, possibly resulting in damage to the aeroplane and injury to the occupants.</p> <p>To address this potential unsafe condition, CFM developed an improved AGB and issued Service Bulletins (S/B) CFM56-3 S/B 72-1129, CFM56-7B S/B 72-0564, and CFM56-7B S/B 72-0879, as applicable to engine type.</p> <p>For the reasons described above, this AD requires replacement of the AGB with an improved AGB.</p>
Effective Date:	22 October 2012

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>Definition: For the purpose of this AD, a qualifying engine shop visit is a visit which involves the removal of at least one of the engine major modules: fan, core engine, or low pressure turbine.</p> <ol style="list-style-type: none"> (1) For CFM56-3 engines, not later than during the first qualifying engine shop-visit beginning after 01 March 2013, replace the AGB with an AGB P/N 335-300-112-0 in accordance with the instructions of CFM56-3 S/B 72-1129. (2) For CFM56-7B engines to which this AD applies, not later than during the first qualifying engine shop-visit beginning after the effective date of this AD, replace the AGB with an AGB P/N 340-046-508-0 or P/N 340-046-509-0 in accordance with the instructions of CFM56-7B S/B 72-0564 or CFM56-7B S/B 72-0879. (3) From the effective date of this AD and until the engine is modified as required by paragraph (1) or (2) of this AD, as applicable, any maintenance task which involves the removal and re-installation of the AGB hand-cranking cover must be classified "flight safety sensitive maintenance" and an independent inspection of the correct installation of the hand-cranking cover must be carried out, prior to release to service of the aeroplane or the engine, as applicable. (4) After modification of an engine as required by paragraph (1) or (2) of this AD, as applicable, do not install an AGB on an engine unless it is in compliance with the requirements of this AD.
<p>Ref. Publications:</p>	<p>CFM International SB CFM56-3 S/B 72-1129 Revision 0, dated 09 March 2011,</p> <p>CFM International SB CFM56-7B S/B 72-0564 Revision 2, dated 16 November 2010.</p> <p>CFM International SB CFM56-7B S/B 72-0879 Revision 1, dated 12 April 2012.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 30 August 2012 as PAD 12-115 for consultation until 27 September 2012. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact CFM SA Customer Support Centre, Telephone : +33 1-6414-8866, Fax : +33 1-6479-8555 E-mail : snecma.csc@snecma.fr, or CFM Inc. Aviation Operations Centre, Telephone: +1 513-552-3272, or +1 877-432-3272, E-mail : geae.aoc@ge.com.