

<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 12-115</b></p> <p><b>Date: 30 August 2012</b></p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>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 closing date indicated.</p>	
<p><b>Design Approval Holder's Name :</b></p> <p>CFM International SA</p>	<p><b>Type/Model designation(s) :</b></p> <p>CFM56-3 and CFM56-7B Engines</p>
<p>TCDS Number : EASA.E.066 and EASA.E.004</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
<b>ATA 72</b>	<b>Engine - Accessory Gearbox (AGB) Hand-Cranking Pad - Modification</b>
<p>Manufacturer(s): SNECMA, General Electric</p>	
Applicability:	<p>CFM56-3 engines all models, all serial numbers not equipped with an AGB 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 have been received following the accomplishment of maintenance tasks which require the removal of the AGB hand-cranking cover. In four instances the oil loss has 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:	[TBD: 14 days after final AD issue date]

<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"> <li>(1) For CFM56-3 engines, not later than during the first qualifying engine shop-visit 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.</li> <li>(2) For CFM56-7B engines to which this AD applies, not later than during the first qualifying engine shop-visit 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.</li> <li>(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.</li> <li>(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.</li> </ol>
<p>Ref. Publications:</p>	<p>CFM International Service Bulletin CFM56-3 S/B 72-1129 Revision 00.  CFM International Service Bulletin CFM56-7B S/B 72-0564 Revision 00.  CFM International Service Bulletin CFM56-7B S/B 72-0879 Revision 00.  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"> <li>1. This Proposed AD will be closed for consultation on 27 September 2012.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question concerning the technical content of the requirements in this PAD, please contact CFM SA Customer Support Centre,  Telephone : +33 1-6414-8866, Fax : +33 1-6479-8555  E-mail : <a href="mailto:snecma.csc@snecma.fr">snecma.csc@snecma.fr</a>,  or  CFM Inc. Aviation Operations Centre,  Telephone: +1 513-552-3272, or +1 877-432-3272,  E-mail : <a href="mailto:geae.aoc@ge.com">geae.aoc@ge.com</a>.</li> </ol>