


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2014-0130</p> <p>Date: 20 May 2014</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 S.A.	Type/Model designation(s): CFM56-5B and CFM56-7B engines
TCDS Number:	EASA.E.003, EASA.E.004
Foreign AD:	Not applicable
Supersedure:	None
ATA 05	Time Limits – Engine Stationary Parts – Life Limits / Mandatory Inspections
Manufacturer(s):	SNECMA, General Electric
Applicability:	<p>CFM56-5B engines, all models, all serial numbers.</p> <p>CFM56-7B engines, all models, all serial numbers.</p> <p>These engines are known to be installed on, but not limited to, Airbus A318, A319, A320 and A321 aeroplanes; and Boeing 737-600, -700, -800, -900 and -900ER aeroplanes.</p>
Reason:	<p>Stationary components were identified by CFM International S.A. (CFM) as life limited in service. Neither CFM56-5B Engine Shop Manual (ESM) nor CFM56-7B ESM contained instructions for calculation of remaining cyclic life for life limited engine stationary parts which were previously operated on a different engine type or model (configuration).</p> <p>This condition, if not corrected, could lead to operation of an engine stationary part beyond its technical life limit and consequent engine structural failure, possibly resulting in damage to the aeroplane and/or injury to the occupants.</p> <p>To address this potentially unsafe condition, CFM issued CFM56-5B ESM Temporary Revision (TR) 05-0223 and CFM-7B ESM TR 05-0163 to provide a method to determine the remaining life of each affected engine stationary part.</p> <p>For the reasons described above, this AD requires calculation of the remaining life of each affected engine stationary part and, depending on the calculation results, replacement or inspection of each part, as applicable.</p>
Effective Date:	03 June 2014

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 12 months after the effective date of this AD, identify each life limited stationary part installed on an engine which was previously operated in different engine model configuration. A review of engine maintenance records is acceptable to make these identifications, provided that the operational history of each life limited engine stationary part can be conclusively determined from that review. (2) If, during the identification as required by paragraph (1) of this AD, an engine stationary part is identified that has previously been operated in a different engine type or different engine model (including different configuration, thrust rating), within 12 months after the effective day of this AD, calculate the remaining life of each engine stationary part in accordance with the instructions of CFM56-5B ESM page block 05-12-00, as amended in accordance with TR 05-0223, or CFM56-7B ESM page block 05-12-00, as amended in accordance with TR 05-0163, as applicable to engine type. (3) Depending on the result of the calculation as required by paragraph (2) of this AD, within 50 engine cycles, or before exceeding the calculated remaining life, whichever occurs later after calculation as required by paragraph (2) of this AD, replace each affected part with a serviceable part, or inspect each part (including all applicable corrective actions, depending on findings) in accordance with the approved maintenance instructions, as applicable. (4) From the effective date of this AD, installation on an engine of a used life limited engine stationary part that has previously been operated in a different engine type or different engine model (including different configuration, thrust rating) is allowed, provided that, prior to installation, the applicable remaining life of the engine stationary part is calculated as specified in paragraph (2) of this AD and, thereafter, each affected part is inspected or replaced, as applicable, before exceeding the calculated remaining life.
<p>Ref. Publications:</p>	<p>CFM56-5B ESM, as amended by TR 05-0223 dated 29 August 2013, CFM56-7B ESM, as amended by TR 05-0163 dated 29 August 2013. 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 12 February 2014 as PAD 14-036 for consultation until 12 March 2014. 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 Center E-mail : snecma.csc@snecma.fr International Phone : +33 1 6414 8866 Fax : +33 1 6479 8555, or CFM Inc. Customer Support Center E-mail : geae.aoc@ge.com International Phone: +1 513 552 3272 Fax : +1 513 552 3329.