


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 14-159</b></p> <p><b>Date: 29 October 2014</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>	
<b>Design Approval Holder's Name:</b> CFM INTERNATIONAL S.A.	<b>Type/Model designation(s):</b> CFM56-7B engines
TCDS Number:	EASA.E.004
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 05</b>	<b>Engine Fuel &amp; Control – Engine Electronic Control – Software Update</b>
Manufacturer(s):	SNECMA, General Electric
Applicability:	<p>CFM56-7B engines, all models, all serial numbers.</p> <p>These engines are known to be installed on, but not limited to, Boeing 737-600, -700, -800, -900 and -900ER aeroplanes.</p>
Reason:	<p>Several thrust instability events have occurred in service on the CFM56-7B fleet resulting from water contamination of the fuel supply causing a lag in the response of the control valve in the fuel metering unit (FMU). In one occurrence, it led to a dual engine event that resulted in the overspeed and in-flight shutdown (IFSD) of one engine.</p> <p>This condition, if not corrected, could lead to overspeed and IFSD of one or more engines, loss of thrust control, damage to the engine, and damage to, or reduced control of, the aeroplane.</p> <p>To address this potentially unsafe condition, CFM has developed new EEC software to address the lag in the response of the FMU control valve, thereby mitigating the thrust instability effect. Consequently, CFM56-7B Service Bulletin (SB) 73-0203 and SB 73-0204 were issued to provide instructions for introducing this improved Engine Electronic Control (EEC) software in-service.</p> <p>For the reasons described above, this AD requires the introduction of the improved EEC software, either by modification (software upload) of the current EEC, or replacement with an EEC that contains the improved software.</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> <ol style="list-style-type: none"> <li>(1) Within 6 months after the effective date of this AD, modify the engine by installing software standard 7.B.W in the EEC, in accordance with the instructions of CFM56-7B SB 73-0203 or CFM56-7B SB 73-0204, as applicable or replace the EEC with a unit that contains software standard 7.B.W.</li> <li>(2) Installation of a later EEC software standard, subsequent to 7.B.W, in accordance with the instructions of its associated SB, approved by EASA, or approved under CFM DOA, is acceptable to comply with the requirements of this AD.</li> <li>(3) After modification of an engine as required by paragraph (1) of this AD, do not install any EEC unit on that engine, unless the software standard is 7.B.W or later (see also paragraph (2) of this AD).</li> </ol>
<p>Ref. Publications:</p>	<p>CFM International CFM56-7B SB 73-0203 dated 09 June 2014.  CFM International CFM56-7B SB 73-0204 dated 09 June 2014.  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 19 November 2014.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification 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 Center  E-mail : <a href="mailto:snecma.csc@snecma.fr">snecma.csc@snecma.fr</a>.  International Phone : +33 1 6414 8866  Fax : +33 1 6479 8555,    or    CFM Inc. Customer Support Center  E-mail : <a href="mailto:geae.aoc@ge.com">geae.aoc@ge.com</a>.  International Phone: +1 513 552 3272  Fax : +1 513 552 3329.</li> </ol>