



ÚŘAD PRO CIVILNÍ LETECTVÍ
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-064/2004

Datum vydání 15. července 2004

CFM INTERNATIONAL

CFM56-2C, -3, -5

MOTOR - PALIVOVÉ ČERPADLO - VÝMĚNA LOŽISKA

Týká se: motorů CFM INTERNATIONAL, CFM56-2C, CFM56-3 a CFM56-5 vybavených bronzovými ložisky.

Tyto motory mohou být nainstalovány na letadlech AIRBUS A319 a A320, BOEING 737 a MCDONNELL DOUGLAS DC-8, ale nejen na těchto.

Datum účinnosti: 02. září 2004

Provést v termínech:

Jak je popsáno v F-2004-095 od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle F-2004-095 (příloha tohoto PZZ).

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do motorové knihy.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická – Ing. Toman.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.
- Tento PZZ byl vypracován na základě F-2004-095, který byl schválen EASA pod číslem 2004-6371.
- Touto problematikou se zabývá PZZ CAA-AD-050/2004, který byl vypracován na základě FAA AD 2004-10-13.

Ing. Pavel MATOUŠEK
ředitel

DGAC AD No.: F-2004-095

June 23, 2004

**CFM INTERNATIONAL
CFM56-2C, CMF56-3, CFM56-5 turbofan engines**

Type certificate(s) No.: M9, M-IM8, M15, M-IM19
TCDS No.: M9, M-IM8, M15, M-IM19
ATA chapter: 73

This AD is published by the DGAC on behalf of EASA, the Primary Airworthiness Authority for the affected product.

Engine fuel and control - Replacement of main fuel pumps equipped with solid bronze bearings with pumps equipped with bi-metal, aluminium/bronze bearings.

1. EFFECTIVITY:

This Airworthiness Directive (AD) applies to CFM INTERNATIONAL, CFM56-2C, CFM56-3 series and CFM56-5 series turbofan engines fitted with fuel pumps with solid bronze bearings.

These engines are installed on, but not limited to, AIRBUS A319 and A320, BOEING 737 and MCDONNELL DOUGLAS DC-8.

Spare engines and spare pumps are also affected.

2. REASONS:

Several failures of the main fuel pump solid bronze bearings caused fuel filter, then fuel manifold clogging leading, in some instances, to low pressure turbine case burn through.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

Either at next engine shop visit, or at next main fuel pump replacement, or before January 1st, 2007, whichever occurs first, replace main fuel pumps equipped with solid bronze bearings with pumps equipped with bi-metal aluminium/bronze bearings in according with the Service Bulletins listed paragraph 4 below.

After the effective date of this AD, it is forbidden to install a main fuel pump with bronze bearings on the concerned engines.

Definition: An engine shop visit is defined as any maintenance that includes the separation of an engine casing flange.

4. REFERENCE PUBLICATIONS:

Service Bulletin (CFM56-2C) 73-0104 Revision 3 dated December 17, 2003
Service Bulletin (CFM56-3) 73-0120 Revision 5 dated December 17, 2003
Service Bulletin (CFM56-5A) 73-0126 Revision 4 dated December 17, 2003.

5. EFFECTIVE DATE:

July 03, 2004.

6. REMARK:

For any question concerning the technical content of this AD's requirements, contact:

CFM56 Airworthiness Engineer (W/YEN)

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77556 MOISSY-CRAMAYEL Cedex - France
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7. APPROVAL:

This AD is approved under EASA reference No 2004-6371 dated June 15, 2004.