

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-079/2000

Datum vydání: 18. srpna 2000

MOTOR - PALIVOVÝ FILTR - KONTROLA

Týká se: motorů CFM International CFM56-2, -2A, -2B, -3, -3B, -3C, -5, -5A, -5B, -5C instalovaných na letadlech McDonnell Douglas DC-8, Boeing 737, Airbus Industrie A319, A320, A321 a A340, Boeing E-3, E-6 a KC-135 (military), ale nejen na těchto.

Datum účinnosti: 05. října 2000

Provést v termínech: Jak je popsáno v FAA AD 2000-15-01 (příloha tohoto PZZ).

Postup provedení prací: Dle FAA AD 2000-15-01.

Poznámky: Problematika tohoto PZZ byla již zohledněna v PZZ CAA-AD-077/1999R1, který byl vypracován na základě DGAC AD 1999-245(B) R1. Provedení tohoto PZZ musí být zapsáno do motorové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - 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 FAA AD 2000-15-01.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

2000-15-01 CFM International: Amendment 39-11830. Docket 99-NE-40-AD.

Applicability

CFM International CFM56-2, -2A, -2B, -3, -3B, -3C, -5, -5A, -5B, -5C series engines installed on but not limited to McDonnell Douglas DC-8 series, Boeing 737 series, Airbus Industrie A319, A320, A321 and A340

series, as well as Boeing E-3, E-6, and KC-135 (military) series airplanes.

Note 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (ef) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance:

Required as indicated, unless accomplished previously.

To prevent fuel leakage from between the fuel pump filter cover and gear housing which could result in an engine fire and damage to the airplane, accomplish the following:

Inspections

(a) Perform initial and repetitive visual inspections of the fuel pump filter cover helicoil inserts and bolts for damage in accordance with Section 2, Accomplishment Instructions, of the applicable Service Bulletins (SBs) listed in paragraph (a)(5) of this AD, as follows:

- (1) If the fuel pump has **not** been previously inspected prior to the effective date of this AD, inspect at the next fuel filter replacement, but not to exceed 200 cycles-in-service (CIS) after the effective date of this AD.
- (2) If the fuel pump has been previously inspected prior to the effective date of this AD, inspect at the next fuel filter replacement.
- (3) Thereafter, inspect at each fuel filter replacement.

Replacement or Repair

(4) If damage equals or exceeds the reject criteria stated in Section 2, Accomplishment Instructions, of the SBs listed in paragraph (a)(5) of this AD, prior to further flight remove the fuel pump from service and replace or repair the helicoil in accordance with Section 2, Accomplishment Instructions, of the SBs listed in paragraph (a)(5), ~~(b)~~ or (c) as applicable, of this AD.

Applicable Inspection SB

(5) Inspect and replace, if necessary, in accordance with the CFMI SB that applies to your engine from the following list:

CFM56-2 SB 73-110, Revision 2, dated April 29, 1999.
CFM56-2A SB 73-055, Revision 1, dated April 29, 1999.
CFM56-2B SB 73-076, Revision 1, dated April 29, 1999.
CFM56-3/3B/3C SB 73-126, Revision 1, ated April 29, 1999.
CFM56-5 SB 73-136, Revision 2, dated April 29, 1999.
CFM56-5B SB 73-056, Revision 2, dated April 29, 1999.
CFM56-5C SB 73-073, Revision 2, dated April 29, 1999.

Terminating Action

(b) Remove and replace the fuel pump with a newly manufactured or reworked fuel pump that incorporates a D-bolt filter cover attachment. This action must be done at the next engine or fuel pump shop visit, which ever occurs first, but no later than 5 years from the effective date of this AD in accordance with the CFMI SB that applies to your engine from the following list:

CFM56-2 SB 73-A113, dated August 17, 1999.
CFM56-2A SB 73-A058, dated August 17, 1999.
CFM56-2B SB 73-A079, Revision 1, dated October 22, 1999.
CFM56-3/3B/3C SB 73-A129, dated August 17, 1999.
CFM56-5 SB 73-A143, dated June 18, 1999.
CFM56-5B SB 73-A062, dated June 18, 1999.
CFM56-5C SB 73-A078, dated June 21, 1999.

Installation of a new or reworked fuel pump that incorporates a D-bolt filter cover attachment in accordance with this paragraph constitutes terminating action to the inspections required by paragraph (a) of this AD.

(c) An alternative terminating action is an on-wing repair that may be performed. Terminating action must be accomplished no later than 5 years from the effective date of this AD, in accordance with one of the following CFMI SB's that applies to your engine:

CFM56-2 SB 73-109, Revision 1, dated January 7, 1998.

CFM56-2A SB 73-054, Revision 1, dated January 7, 1998.

CFM56-2B SB 73-074, Revision 1, dated January 12, 1998.

CFM56-3/3B/3C SB 73-125, Revision 1, dated January 7, 1998.

CFM56-5 SB 73-135, Revision 1, dated January 7, 1998.

CFM56-5B SB 73-055, Revision 1, dated January 7, 1998.

CFM56-5C SB 73-070, Revision 1, dated January 7, 1998.

Prohibited Inspection or Replacement

(d) Inspection, replacement or repair of fuel pumps, in accordance with paragraph (a), and/or (b) or (c) of this AD, on all engines installed on the same airplane by the same individual prior to the same flight is prohibited.

Definitions

(e) For the purpose of this AD:

(1) A serviceable part is defined as a part with gear housing helicoil inserts that meet the inspection requirements of the applicable CFMI SBs listed in paragraph (a)(5) of this AD. A serviceable part is also defined as a fuel pump that has been newly manufactured, reworked or repaired in accordance with the applicable CFMI SBs listed in paragraphs (a)(5), (b) or (c) of this AD.

(2) A fuel pump shop visit is defined as introduction of an engine into a shop for the purpose of removal of the fuel pump from the gearbox.

(3) An engine shop visit is defined as introduction of an engine into a shop for the purpose of maintenance or inspection.

Alternative Methods of Compliance

(f) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office (ECO). Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Ferry Flights

(g) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

Incorporation By Reference Material

(h) The FAA has reviewed and approved the technical content of the listed CFMI Service Bulletins (SBs). The actions required by this AD shall be done in accordance with the following CFMI SBs:

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Document No.	Pages	Revision	Date
CFM56-2 SB No. 73-110..... Total pages: 10.	1-10	2	April 29, 1999
CFM56-2A SB No. 73-055..... Total pages: 10.	1-10	1	April 29, 1999
CFM56-2B SB No. 73-076..... Total pages: 10.	1-10	1	April 29, 1999
CFM56-3/3B/3C SB No. 73-126..... Total pages: 10.	1-10	1	April 29, 1999
CFM56-5 SB No. 73-136..... Total pages: 10.	1-10	2	April 29, 1999
CFM56-5B SB No. 73-056..... Total pages: 10.	1-10	2	April 29, 1999
CFM56-5C SB No. 73-073..... Total pages: 10.	1-10	2	April 29, 1999
CFM56-2 SB No. 73-A113..... 708600-73-113..... Total pages: 27.	1-6 1-21	Original Original	August 17, 1999 May 24, 1999
CFM56-2A SB No. 73-A058..... 708400-73-101..... Total pages: 17.	1-3 1-14	Original Original	August 17, 1999 April 16, 1999
CFM56-2B SB No. 73-A079..... 708600-73-112.....	1-4 1-19	1 Original	October 22, 1999 April 14, 1999

Total pages: 23.			
CFM56-3/3B/3C SB No. 73-A129..... 708600-73-110..... Total pages: 23.	1-4 1-19	Original Original	August 17, 1999 April 14, 1999
CFM56-5 SB No. 73-A143..... 714900-73-106..... Total pages: 18.	1-4 1-14	Original Original	June 18, 1999 April 9, 1999
CFM56-5B SB No. 73-A062..... 714900-73-107..... Total pages: 19.	1-4 1-15	Original Original	June 18, 1999 April 13, 1999
CFM56-5C SB No. 73-A078..... 714900-73-108..... Total pages: 19.	1-4 1-15	Original Original	June 21, 1999 April 13, 1999
Document No.	Pages	Revision	Date
CFM56-2 SB No. 73-109..... Total pages: 13.	1-13	1	January 7, 1998
CFM56-2A SB No. 73-054..... Total pages: 13.	1-13	1	January 7, 1998
CFM56-2B SB No. 73-074..... Total pages: 13.	1-13	1	January 12, 1998
CFM56-3/3B/3C SB No. 73-125..... Total pages: 13.	1-13	1	January 7, 1998
CFM56-5 SB No. 73-135..... Total pages: 13.	1-13	1	January 7, 1998

CFM56-5B SB No. 73-055..... Total pages: 13.	1-13	1	January 7, 1998
CFM56-5C SB No. 73-070..... Total pages: 13.	1-13	1	January 7, 1998

The incorporations by reference were approved by the Director of the Federal Register in accordance with 5 U.S.C. 552 (a) and 1 CFR part 51. Copies may be obtained from CFM International, Technical Publications Department, 1 Neumann Way, Cincinnati, OH 45215; telephone: (513) 552-2800, fax: (513) 552-2816. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA 01803-5299; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(i) This amendment becomes effective on October 2, 2000.

FOR FURTHER INFORMATION CONTACT: James Rosa, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone: (781) 238-7152, fax: (781) 238-7199.

Issued in Burlington, Massachusetts, on July 14, 2000.

David A. Downey, Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service