

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-012/2001

Datum vydání: 01. února 2001

MOTOR – „PS3 LINE FITTINGS“ - KONTROLA

Týká se: všech motorů CFM56-7B vyrobených firmou CFM International (CFMI) mimo výrobních čísel DAC 876-747 a vyšších, SAC 888-XXX a 889-XXX: 166-168, 172-173, 175-178, 180 a vyšších. Tyto motory mohou být nainstalovány na letadlech Boeing 737NG, ale nejen na těchto.

Datum účinnosti: 02. února 2001

Provést v termínech: Jak je popsáno v FAA AD 2001-02-12, od data účinnosti tohoto PZZ.

Postup provedení prací: Dle FAA AD 2001-02-12 (příloha tohoto PZZ).

Poznámky: 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 2001-02-12. Stejnou problematikou se zabývá i DGAC France AD T2001-057(B).

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Úřad pro civilní letectví

2001-02-12 CFM International: Amendment 39-12097. Docket No. 2001-NE-03-AD.

Applicability

This airworthiness directive (AD) is applicable to all CFM International (CFMI) model CFM56-7B turbofan engines except for engines with serial numbers DAC 876-747 and higher, and SAC 888-XXX and 889-XXX: 166-168, 172-173, 175-178, 180 and higher. These engines are installed on, but not limited to, Boeing 737NG airplanes.

Note 1: This 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 (b) 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

Compliance with this AD is required within 25 days after the effective date of this AD, unless already done.

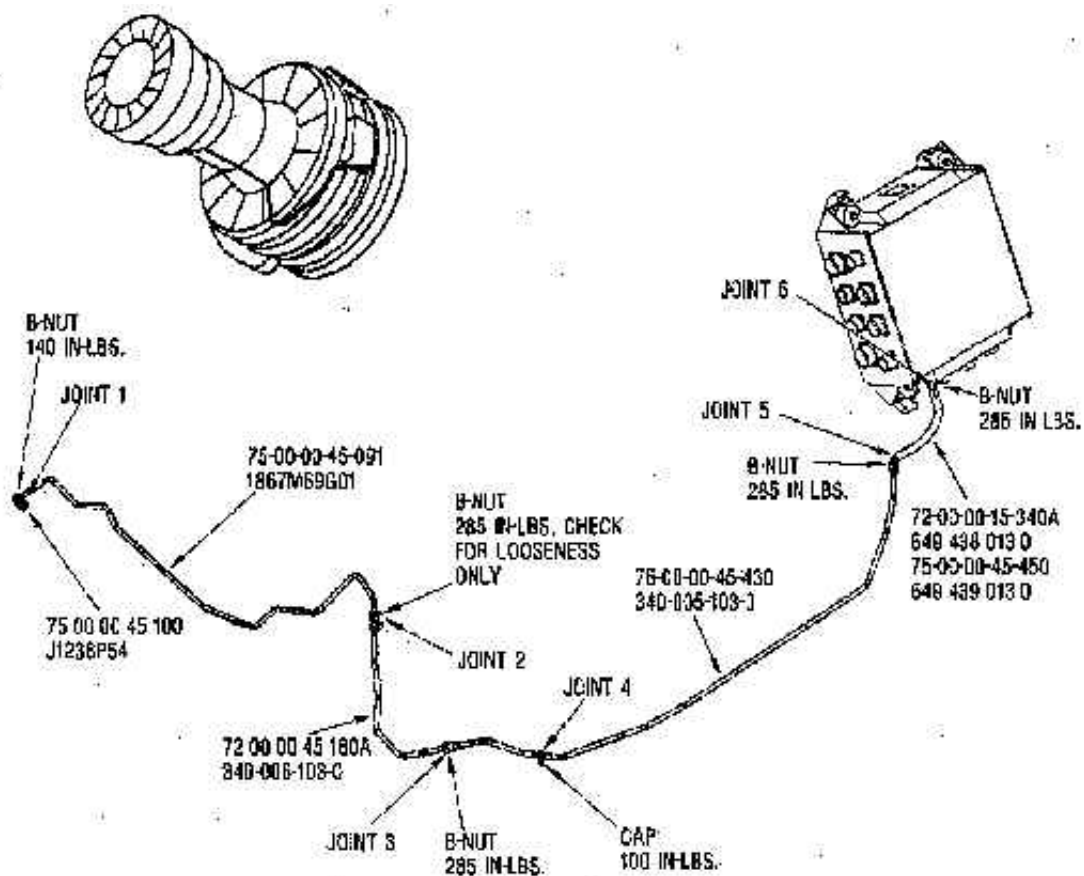
To prevent air leakage from incorrectly torqued fittings of the PS3 pressure line, which could result in engine power loss, do the following:

(a) Check for and apply the correct torque in the tightening direction of all PS3 pressure line fittings as identified in Figure 1 of this AD as Joint 1, Joint 2, Joint 3, Joint 4, Joint 5, and Joint 6 as follows:

Note 2: CFM International Service Bulletin, CFM56-7B S/B 75-0005, dated January 22, 2001, and the CFM56 Standard Practice Manual, CFMI-TP.SP.2, contain information on torquing the PS3 pressure line fittings, including supporting the pressure line from countertorque.

- (1) Torque Joint 1 to ensure a torque value of 140 inch-pounds.
- (2) Due to accessibility limitations, check Joint 2 for finger looseness, and only if loose, torque to a value of 285 inch-pounds.
- (3) Torque Joint 3, Joint 5, and Joint 6 to ensure a torque value of 285 inch-pounds.
- (4) Torque Joint 4 to ensure a torque value of 100 inch-pounds.

Figure 1. Torque Values for PS3 Line Fittings



Alternative methods of Compliance

(b) 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 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Special Flight Permits

(c) Special flight permits may be issued in accordance with §§ 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.

Effective Date of This AD

(d) This amendment becomes effective on [insert date 15 days after publication in the **Federal Register**].

Issued in Burlington, Massachusetts, on January 23, 2001.

Thomas A. Boudreau,
Acting Manager, Engine and Propeller Directorate,
Aircraft Certification Service.