

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-081/2002

Datum vydání: 16. srpna 2002

## MOTOR - NÍZKOTLAKÁ TURBÍNA - KONTROLA

**Týká se:** motorů CFM International (CFMI) CFM56-5B a -7B. Tyto motory mohou být nainstalovány na letadlech Boeing 737-600, -700, -800 a -900 a Airbus A319, A320 a A321, ale nejen na těchto.

**Datum účinnosti:** 03. října 2002

**Provést v termínech:** Jak je popsáno v FAA AD 2002-16-18, od data účinnosti tohoto PZZ.

**Postup provedení prací:** Dle v FAA AD 2002-16-18 (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 FAA AD 2002-16-18.

**Ing. Pavel MATOUŠEK**  
**Ředitel sekce technické**  
**Úřad pro civilní letectví**

**2002-16-18 CFM International:** Amendment 39-12857. Docket No. 2001- NE-37-AD.

### Applicability

This airworthiness directive (AD) is applicable to CFM International (CFMI) CFM56-5B and -7B series turbofan engines. These engines are installed on, but not limited to Boeing 737-600, -700, -800, and -900; and Airbus A319, A320, and A321 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 (c) 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 before accumulating 25,000 cycles-since-new (CSN) on the parts listed in Table 1 of this AD, or at the next low pressure turbine (LPT) module shop visit when either stage 2 LPT nozzle segments or stage 3 LPT nozzle segments are exposed, whichever occurs first, unless already done.

To aid in containment of the LPT rotor in the event of LPT shaft failure, which could result in uncontained engine failure and damage to the airplane, do the following:

(a) Retire from service stage 2 LPT nozzle segments and stage 3 LPT nozzle segments listed in the following Table 1, and install new design (either new or reworked) nozzle segments:

**Table 1.--Stage 2 and Stage 3 LPT Nozzle Segment Part Numbers To Be Retired**

Nozzle segments	Part numbers
(1) Stage 2	338-109-104-0, 338-109-105-0, 338-109-106-0, 338-109-204-0, 338-109-205-0, 338-109-

	206-0, 338-109-304-0, 338-109-3 05-0, 338-109-306-0.
(1) Stage 3	338-109-702-0, 338-109-802-0.

(b) Information on reworking stage 2 LPT nozzle segments and stage 3 LPT nozzle segments, listed in Table 1 of this AD, can be found in CFM International Service Bulletins (SB's) 72-0328, dated May 25, 2000, for CFM56-5 series engines, and SB 72-0241, dated May 25, 2000, for CFM56-7 series engines.

**Alternative Methods of Compliance**

(c) 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 must submit their request 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.

**Special Flight Permits**

(d) 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 airplane to a location where the requirements of this AD can be done.

**Effective Date**

(e) This amendment becomes effective on September 18, 2002.