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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: F-1997-298 R4

Datum účinnosti: 9. dubna 2005

CFM INTERNATIONAL
CFM56-3-B1, -3B-2, -3C-1


Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

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Direction générale de l'aviation civile France GSAC publication	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.			Translation of « Consigne de Navigabilité » of same number. <i>In case of difficulty, reference should be made to the French issue.</i>	
	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: 1997-298 R3		
C	Person in charge of airworthiness: CFM INTERNATIONAL		Type(s): CFM56-3-B1, -3B-2 and -3C-1 turbofan engines		
	Type certificate(s) No. M9, M-IM8 TCDS No M9, M-IM8				
ATA chapter: 72		Subject: Inspection of fan disk			

This is a correction. Corrected lines are marked with the letter "C" in the margin

1. EFFECTIVITY:

C This Airworthiness Directive applies (AD) to CFM56-3-B1, CFM56-3B-2 and CFM56-3C-1 turbofan engines.

2. REASONS:

Two in service events occurred on fan modules in 1996 which result in a case of a fan blade failure at the root and in another case of a fan disk dovetail crack.

Investigations revealed that wear on fan disk dovetail pressure faces is the main contributor to these events.

In order to prevent the risk to have further cracked fan disks in the fleet, the following conditions are made mandatory.

Revision 4 of this AD aims at taking into account Revision 5 of the Service Bulletin in reference.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:


3.1. Use of ZIP D5460 NS and ZIP D5460 products to lubricate fan blades is no longer allowed.

3.2. Perform fan disk inspection respecting method, cycles since new (CSN) and time since new (TSN) indicated in CFM56-3/-3B/-3C SB 72-0854 Revision 5.

3.3. No later than 30 days after the inspection, report the result to CFM INTERNATIONAL.

4. REFERENCE PUBLICATION:

Service Bulletin CFM56-3/-3B/-3C SB 72-0854 Revision 5.

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5. EFFECTIVE DATES:

Original issue : October 18, 1997
Revision 1 : November 29, 1997
Revision 2 : September 19, 1998
Revision 3 : January 22, 2000
Revision 4 : April 09, 2005.

6. REMARK:

For question concerning the technical contents of this AD's requirement(s), contact:

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7. APPROVAL:

This AD Revision is approved under EASA reference No 2005-1915 dated February 22, 2005.