CFM International Turbine Engines - CFM56 Series

AD/CFM56/26 Low Pressure Turbine Rear Frame Life 7/2007 TX

Applicability: CFM International (CFM) CFM56-7B18, -7B20, -7B22, -7B22/B1, -7B22/B2, -7B24, -7B24/B1, -7B26, -7B26/B1, -7B26/B2, -7B27, -7B27/B1, -7B27/B3 turbofan engines equipped with a low pressure turbine (LPT) rear frame part number (P/N) 340-166-205-0, 340-166-206-0, 340-166-207-0, 340-166-208-0, 340-166-209-0 or 340-166-210-0.

Note 1: These engines are installed on, but not limited to, Boeing 737 series aeroplanes.

Requirement:
1. For LPT rear frame P/N 340-166-205-0, 340-166-206-0, 340-166-207-0, 340-166-208-0, 340-166-209-0, 340-166-210-0, comply with the Low Cycle Fatigue (LCF) life limits in accordance with chapters 05-12-04 and 05-21-03 in CFM56-7B ESM, revision 33, dated 15 November 2006, or later NAA approved revision.

2. If the number of cycles accumulated since new by a LPT rear frame P/N 340-166-205-0, 340-166-206-0, 340-166-207-0, 340-166-208-0, 340-166-209-0, 340-166-210-0 cannot be established, then remove and replace the LPT rear frame, or perform the inspections detailed in CFM56-7B Service Bulletin S/B 72-0579 revision 1, or later NAA approved revision.

Note 2: EASA AD 2007-0104 dated 17 April 2007 refers.

Compliance:
1. Within 7 days from the effective date of this AD.

2. Within 300 flight cycles from the effective date of this AD.

Background: Before the issue of the CFM56-7B Engine Shop Manual (ESM) Temporary Revision (TR) 05-0071, the LPT rear frames were neither subject to a life limit nor a mandatory inspection. Using a refined damage tolerant approach accounting for crack initiation and propagation to insure any cracking that is present will not grow to unsafe levels; CFM has now established a low cycle fatigue (LCF) life limit for the LPT rear frames. This requirement was first introduced by revision TR 05-0071 of the CFM56-7B ESM. This revision has been integrated into revision 33 of the CFM56-7B ESM. This AD is issued to make sure that all operators are informed about these LCF life limits affecting new P/Ns and revise their aircraft maintenance programs accordingly.

Charles Lenarcic
Delegate of the Civil Aviation Safety Authority

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