CFM International Turbine Engines - CFM56 Series

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD)AD/CFM 56/16 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

AD/CFM56/16 High Pressure Turbine Rotor - Inspection 9/2000 Amdt 1

Applicability: CFM International (CFMI) CFM56-2, -3-B1, -3B-2, and -3C-1 series engines.

Requirement: Perform an eddy current inspection of the High Pressure Turbine front rotating air seal in accordance with procedures in CFM I service bulletin CFM56-2 SB 72-869 dated November 12, 1999, CFM56-3/3B/3C SB 72-922 dated November 12, 1999.

Note: DGAC AD 2000-018(B) and FAA AD 2000-05-22 Amendment 39-11632 refers.

Compliance: As detailed in the Compliance Requirement contained in CFMI service bulletin CFM56-3/3B/3C SB 72-922 dated November 12, 1999.

This Amendment becomes effective on 7 September 2000.

Background: This directive mandates a one time eddy current inspection for cracks in the high pressure turbine front rotating air seal.

This amendment corrects an engine model reference in the Applicability section of the AD.

The original issue of this Airworthiness Directive became effective on 10 August 2000.

Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

1 August 2000

The above AD is notified in the *Commonwealth of Australia Gazette* on 9 August 2000.