AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/CFM56/7 Amdt 3 and issues the following AD under subregulation 39.001(1) of CASR 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.

CFM International Turbine Engines - CFM56 Series

AD/CFM56/7 Amdt 4 — Fan Disk Inspection — 7/2005

Applicability: CFM56-3B-1, CFM56-3B-2 and CFM56-3C-1 turbofan engines.

Requirement:

1. Use of ZIP D5460 NS and ZIP D5460 products to lubricate fan blades is no longer allowed.
2. Perform an inspection of the fan disk in accordance with CFM56-3/-3B/-3C Service Bulletin (SB) 72-0854 Revision 5.
3. Report the results of the inspection to CFM International.

Note: DGAC AD 1997-298R4 EASA approval No. 2005-1915 dated 22 February 2005 refers.

Compliance:

1. From the effective date of this Directive.
2. In accordance with the compliance periods detailed in CFM56-3/-3B/-3C SB 72-0854 Revision 5.
3. No later than 30 days after the completion of the inspection.

This Amendment becomes effective on 7 July 2005.

Background: Engine test results and theoretical analysis have shown there is a likelihood of heavy wear on fan disk dovetail pressure faces. This Directive specifies a one time, on-wing inspection to identify worn fan disks and carry out rectifying maintenance to return worn disks to service.

Amendment 4 is raised to detail the latest revision of manufacturers SB and DGAC Airworthiness Directive.

Amendment 3 of this Airworthiness Directive became effective on 10 August 2000.

Amendment 2 of this Airworthiness Directive became effective on 5 November 1998.

Amendment 1 of this Airworthiness Directive became effective on 29 January 1998.

CFM International Turbine Engines - CFM56 Series

AD/CFM56/7 Amdt 4 (continued)

The original issue of this Airworthiness Directive became effective on 1 January 1998.

James Coyne
Delegate of the Civil Aviation Safety Authority

27 May 2005