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/CFM56/9 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/CFM56/9 HPTR Fan Disk Inspection 7/2006 Amdt 1

Applicability: HPTR fan disks of all CFM International (CFMI) 56-2, 56-2A, 56-2B, 56-3, 56-3B and 56-3C engines.

Requirement: Perform an Eddy current inspection of all HPTR discs with part numbers 1475M29PO1,1475M29PO2, 9514M69PO1, 9514M69PO4, 9514M69PO5, 9514M69PO6 and 9514M69PO9 with Serial numbers as listed in Table 1 of the applicable CFMI Service Bulletin (SB) as follows:

1. CFM56-2 engines, in accordance with CFM56-2 SB No. 72-817 dated 14 January 1997.
2. CFM56-2A engines, in accordance with CFM56-2A SN No. 72-419, Revision 1, dated 31 January 1997.
3. CFM56-2B engines, in accordance with CFM56-2B SB No. 72-561, Revision 1, dated 31 January 1997.
4. CFM56-3, -3B, -3C engines in accordance with CFM56-3/ -3B/ -3C, SB No. 72-843 dated 14 January 1997.

All HPTR discs found cracked or gouged are to be removed from service.

Note: DGAC AD 97-327(B) refers.

Compliance: Within 30 days after the effective date of this AD, unless previously accomplished.

This Amendment becomes effective on 6 July 2006.

Background: This Directive is prompted by a report of a HPTR disc which was found to have a crack in a rim bolt hole during a routine shop visit eddy current inspection. The investigation revealed that the crack initiated from a gouge in the bolt hole. The gouge is the result of a drill break that occurred when the rim bolt hole was manufactured.

CFM International Turbine Engines - CFM56 Series

AD/CFM56/9 Amdt 1 (continued)

This amendment corrects a typographical error in part number listed for certain disks. The part number listed as 147M29PO1 should have read 1475M29PO1. The revised compliance period is to ensure that no disks have been omitted from the requirements of this AD due to the typographical error.

James Coyne
Delegate of the Civil Aviation Safety Authority

24 May 2006