	AIRWORTHINESS DIRECTIVE No F-2003-456 R2	Distribution: B	Issue date: September 29, 2004	Page : 1/2
	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.		<i>Translation of « Consigne de Navigabilité » of same number. 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: F-2003-456 R1		
Person in charge of airworthiness: CFM INTERNATIONAL		Type(s): CFM56-5, CFM56-5B and CFM56-5C turbofan engines		
Type certificate(s) No. M17, M-IM28, M15, M19 TCDS No M17, M-IM28, M15, M-IM19				
ATA chapter: 80	Subject: Starting - Starter			

1. **EFFECTIVITY:**

This Airworthiness Directive applies to CFM International turbofan engines CFM56-5, CFM56-5B, CFM56-5C all models installed on AIRBUS A318, A319, A320, A321, A340 (or other aeroplanes) and equipped with the following air turbine starters:

VIN 3505582-24 (301-807-004-0) on CFM56-5
 VIN 3505582-25 (301-807-005-0) on CFM56-5
 VIN 3505582-40 (301-781-203-0) on CFM56-5
 VIN 3505582-41 (301-806-602-0) on CFM56-5
 VIN 3505582-42 (301-806-802-0) on CFM56-5
 VIN 3505582-60 (301-790-903-0) on CFM56-5B or CFM56-5C
 VIN 3505582-61 (301-806-702-0) on CFM56-5B or CFM56-5C
 VIN 3505582-62 (301-806-902-0) on CFM56-5B or CFM56-5C.


2. **REASONS:**

Several in service-uncontained failures of the starter have led to engine and/or fan cowl damage. The non-containment has been identified as not complying with the certification data. This constitutes an unsafe condition.

This Airworthiness Directive (AD) replaces AD F2003-422. Compliance times are modified to take into account difficulties to implement the previous CN.

Revision 1 of this AD aims at taking into account revisions 1 of reference publications.

Revision 2 of this AD extends the limit date for compliance to December 31, 2009. This aims at taking into account difficulties related to modifying all the starters before December 31, 2007.

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3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

Unless already done, rework the air turbine starter according to Service Bulletins, original issues or Revisions 1, listed in paragraph 4.

No later than December 31, 2009 or at the next transit of the starter into shop visit from the effective date of this AD.

4. REFERENCE PUBLICATIONS:

Service Bulletins CFM56-5 80-0018 Revision 1 dated November 26, 2003,
CFM56-5 80-0020 Revision 1 dated November 26, 2003,
CFM56-5B 80-0011 Revision 1 dated November 26, 2003,
CFM56-5C 80-0013 Revision 1 dated November 26, 2003.

5. EFFECTIVE DATES:

Original issue : Upon receipt from December 24, 2003
Revision 1 : Upon receipt from March 03, 2004.
Revision 2 : October 09, 2004.

6. REMARK:

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

CFM56 Airworthiness Engineer (W/YEN)
SNECMA Moteurs, site de Villaroche
1, rond point René RAVAUD
77556 MOISSY-CRAMAYEL Cedex - France
Fax number: 33 (0)1 60 59 98 25

7. APPROVAL:

This AD Revision is approved under EASA reference No 2004-9786 dated September 21, 2004.