AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (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/CFM56/25 Air Turbine Starter 3/2007

Applicability: CFM International turbofan engines CFM56-5, CFM56-5B, CFM56-5C models and with any one of the following part number (P/N) air turbine starters installed:

<u>CFM56-5:</u>

VIN 3505582-24 (301-807-004-0); or VIN 3505582-25 (301-807-005-0); or VIN 3505582-40 (301-781-203-0); or VIN 3505582-41 (301-806-602-0); or VIN 3505582-42 (301-806-802-0).

<u>CFM56-5B or CFM56-5C:</u>

VIN 3505582-60 (301-790-903-0); or VIN 3505582-61 (301-806-702-0); or VIN 3505582-62 (301-806-902-0).

Requirement: Rework Air Turbine Starter in accordance with the following Service Bulletins (SB), as applicable.

- CFM56-5 80-0018.
- CFM56-5 80-0020.
- CFM56-5B 80-0011.
- CFM56-5C 80-0013.

For the purpose of this AD, starter modification in accordance with the applicable Service Bulletins at any Revision status is acceptable.

Note: DGAC Airworthiness Directive F-2003-456 Revision 2 dated 29 September 2004 refers.

Compliance: Unless already accomplished, during the next shop visit of the starter from the effective date of this AD, but no later than 31 December 2009.

This Airworthiness Directive becomes effective on 15 March 2007.

CFM International Turbine Engines - CFM56 Series

AD/CFM56/25 (continued)

Background: Several in-service uncontained failures of the air turbine starter have resulted in damage to the engine and/or fan cowl. The actions required by this AD address the unsafe condition associated with uncontained failure of air turbine starters.

James Coyne
Delegate of the Civil Aviation Safety Authority

2 February 2007