 Direction générale de l'aviation civile France GSAC publication	AIRWORTHINESS DIRECTIVE No F-2003-001 R2	Distribution: B	Issue date: June 08, 2005	Page : 1/2
	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-2003-001 R1		
Person in charge of airworthiness: CFM INTERNATIONAL		Type(s): CFM56-5 and CFM56-5B engines		
Type certificate(s) No. M15, M-IM19, EASA.E.003 TCDS No M15, M-IM19, EASA.E.003				
ATA chapter: 72, 77	Subject: Engine indicating - EGT harnesses and couplings			

1. **EFFECTIVITY:**

This Airworthiness Directive (AD) applies to CFM INTERNATIONAL CFM56-5 and CFM56-5B engines installed on AIRBUS A318, A319, A320, A321 or other aeroplanes with EGT harnesses and couplings listed in CFM56-5 SB 77-0020 Revision 3 or CFM56-5B SB 77-0008 Revision 3.

2. **REASONS:**

To prevent the deterioration of critical rotating engine parts due to operation at higher than certified engine exhaust gas temperature (EGT).

Revision 1 of this AD aims at taking into account Revisions 2 of referenced Service Bulletins.


Revision 2 of this AD aims at taking into account Revisions 3 of referenced Service Bulletins.

3. **MANDATORY ACTIONS AND COMPLIANCE TIMES:**

Compliance with this AD is required as indicated in the referenced Service Bulletins, unless already done before the effective date of this AD in accordance with these Service Bulletins or previous versions.

For affected EGT harnesses and couplings, with less than 3,000 hours since installation and not being trend monitored: replace affected EGT harnesses and couplings no later than 500 hours of operation after the effective date of this AD.

For affected EGT harnesses and couplings, with less than 3,000 hours since installation and being trend monitored: after the effective date of this AD, review the smooth data EGT trend via the System for Analysis of Gas Turbine Engines (SAGE) or equivalent. If this monitoring shows a 30°C (or more) downward (i.e. cooler) temperature indication shift without a corresponding change in other associated engine parameters such as N1 (LP rotor speed), N2 (HP rotor speed) and fuel flow, replace the EGT harnesses and couplings within 100 flight-hours provided that there is sufficient actual EGT margin. Continue to monitor (not less than once a month) the EGT indications for 3,000 hours time since the first installation on the current engine.

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4. REFERENCE PUBLICATIONS:

CFM56-5 SB 77-0020 Revision 3 (or any subsequent approved issue)
CFM56-5B SB 77-0008 Revision 3 (or any subsequent approved issue).

5. EFFECTIVE DATES:

Original issue : January 18, 2003
Revision 1 : July 31, 2004
Revision 2 : June 18, 2005.

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:

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7. APPROVAL:

This AD Revision is approved under EASA reference No 2005-4747 dated May 31, 2005.