

# AIRWORTHINESS DIRECTIVE

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*Inspection and/or modifications described below are madatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.*

Translation of 'Consigne de Navigabilité' ref. : 98-162(B)R1  
In case of any difficulty, reference should be made to the French original issue.

## CFMI

### CFM56 - 7B turbo-fan engines

Fuel control - Overspeed governor

#### 1. APPLICABILITY

Turbo-fan engines model CFM56-7B18, -7B20, -7B20/2, -7B22, -7B22/2, -7B24, -7B24/2, -7B26, -7B26/2, -7B27 and -7B27/2, incorporating an hydromechanical unit (HMU) P/N VIN 442026 (1853M56P05) ; these engines are installed on BOEING 737-600, -700, -800 series aircraft.

#### 2. REASON

One case of In Flight Shut Down has been recorded during a flight test, which was provoked by a failure of overspeed governor spool valve shaft ; after inspection, several overspeed governor spool sleeves were found out of drawing tolerances, which could contribute to the failure.

#### 3. ACTION

To prevent a risk of in flight flame out, the affected HMU hereabove must be inspected within 300 flight hours since new, then each 300 flight hours since last inspection ; inspection procedures are given in Service Bulletin CFMI CFM56-7B S/B 73-016 Revision 1 dated March 24, 1998 (or further revision).

This Revision 1 replaces the Airworthiness Directive 98-162(B) dated April 8, 1998.

Ref. : Service Bulletin CFMI CFM 56-7B S/B 73-016 R1 (or further revision).

#### EFFECTIVE DATES :

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Revision 1 : MAY 02, 1998

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April 22, 1998

CFMI  
CFM56-7B turbo-fan engines

98-162(B)R1