

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

Inspection and/or modifications described below are mandatory. 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. : 98-259(B) R1
In case of any difficulty, reference should be made to the French original issue.

CFM INTERNATIONAL

Turbo-fan engines CFM56-7B all models

Accessory gear box

1. APPLICABILITY

This Airworthiness Directive applies to CFM56-7B engines identified and listed in table 1 of Service Bulletin 72-130, and installed on Boeing 737-600/-700/800.

2. REASON

Several in-Flight Shut Down were experienced due to a failure of the starter gearshaft (line 5) in the accessory gear box (AGB).

3. MANDATORY ACTION

A - Accessory gear box/transfer gearbox (AGB/TGB) magnetic chip detector (MCD) inspection

A.1. Aircraft with two affected engines :

Prior to further flight, and then once every day, alternatively check the AGB/TGB MCD of one of the two engines. The first inspection is to be performed on engine n° 2. Refer to the applicable aircraft maintenance manual. For engines fitted with the optional Debris Monitoring System (DMS), visual inspections can be replaced by an on-board interrogation of the system, according to the corresponding maintenance task.

If magnetic particules are found other than machining chip, remove from service line 5 starter gearshaft and replace with a serviceable part according to the Service Bulletin 72-130.

A.2. Aircraft with one affected engine :

Prior to further flight, then once every other day, check the AGB/TGB MCD of the affected engine. Refer to the applicable aircraft maintenance manual. For engines fitted with the optional Debris Monitoring System (DMS), visual inspections can be replaced by an on-board interrogation of the system, according to the corresponding maintenance task.

If magnetic particules are found other than machining chip, remove from service line 5 starter gearshaft and replace with a serviceable part according to Service Bulletin 72-130.

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A.3. Terminating action :

Installation of a serviceable part according to Service Bulletin 72-130 constitutes a terminating action to the repetitive inspections required in this paragraph A.

B - Starter gearshaft removal from service**B.1. Aircraft with two affected engines :**

Remove from service engine n° 2 line 5 starter gearshaft and replace with a serviceable part according to Service Bulletin 72-130, within 350 hours time in service after receipt of this TAD or by August 1, 1998, whichever occurs first.

B.2. Aircraft with one affected engine :

Remove from service line 5 starter gearshaft of the affected engine and replace with a serviceable part according to Service Bulletin 72-130, within 725 hours time in service after receipt of this TAD or by September 01, 1998, whichever occurs first.

4. REFERENCE

Service Bulletin CFM56-7B S/B 72-130 dated June 29, 1998.

This AD 98-259(B) R1 has been the subject of a telegraphic diffusion on July 13, 1998.

This Revision 1 replaces the AD T98-259(B) dated June 30, 1998.

The A.D. T98-259(B) has not been the subject of paper form.

EFFECTIVE DATES :

Original AD	: Upon receipt of telegraphic diffusion from JUNE 30, 1998
Revision 1	: Upon receipt of telegraphic diffusion from JULY 13, 1998