

# 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. : 98-350(B) R2  
In case of any difficulty, reference should be made to the French original issue.

## CFM INTERNATIONAL

### Turbofan engines CFM 56-7B

HMU

#### 1. APPLICABILITY

CFM 56-7B series engines with Electronic control unit software part numbers 1853M78P11 or earlier approved version installed. These engines are installed on, but not limited to Boeing 737-600, 737-700 and 737-800 series aircrafts.

#### 2. REASON

CFM56-7B auto-acceleration events caused by faulty HMU.

#### 3. MANDATORY ACTIONS AND COMPLIANCE TIME

To prevent an uncommanded engine acceleration event, or inflight shutdown, accomplish the following :

3.1. Inspect for the presence of engine EEC fault messages on both engines of the aircraft within 20 flight cycles after the effective date of this Airworthiness Directive or within three days, whichever occurs first, in accordance with CFM 56-7B All Operators Wire 98/CFM56/312 R1 dated August 28, 1998 (except if already done).

3.1.1. If any of the faults identified in the All Operators Wire are detected on only one of the engines, remove and replace the HMU with a serviceable part prior to further flight. Ensure the faults are cleared prior to further flight.

3.1.2. If any of the faults identified in the All Operators Wire are detected on both engines, remove and replace the HMU on the engine that has logged the fault for more flight cycles and replace with a serviceable part prior to further flight. Remove and replace the HMU on the other engine on the next calendar day after the aircraft resumes revenue service operation. Ensure the faults are cleared prior to further flight.

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November 04, 1998

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3.1.3. Thereafter, inspect for the presence of engine EEC fault messages on both engines of the aircraft at intervals not to exceed 20 flight cycles or within three calendar days since last inspection, whichever occurs first. If any of the faults identified in the All Operators wire are detected, remove and replace the HMU in accordance with paragraph 3.1 or 3.2 of this Telegraphic Airworthiness Directive (TAD), as applicable.

**Note 1** : For the purpose of this TAD, a serviceable HMU is defined as Part Number 1853M56P06 (Allied Signal P/N 442098).

**Note 2** : Installation of a serviceable HMU in accordance with paragraphs 3.1 or 3.2 of this TAD does not constitute terminating action to the repetitive inspections required by paragraph 3. of this TAD.

3.2. Apply Alert Service Bulletin CFM 56-7B 73-A024 before October 2, 1998. Compliance with Alert Service Bulletin CFM 56-7B 73-A024 constitutes the terminating action to the inspection requirements of paragraph 3.1. above.

#### **REFERENCES :**

CFM 56-7B All Operators Wire 98/CFM 56/312 R1 dated August 28, 1998  
(or any later approved revision).

CFM 56-7B Alert Service Bulletin 73-A024 dated September 02, 1998  
(or any later approved revision).

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This Revision 2 replaces the ADT 98-350(B) and ADT 98-350(B) R1 which have been disseminated under Telegraphic form only.

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#### **EFFECTIVE DATES :**

**Original AD** : Upon receipt of Telegraphic  
diffusion from **AUGUST 28, 1998**  
**Revision 1** : Upon receipt of Telegraphic  
diffusion from **AUGUST 31, 1998**  
**Revision 2** : Upon receipt of Telegraphic  
diffusion from **SEPTEMBER 02, 1998**