

Boeing 737 Series Aeroplanes

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 39.1 (1) of CAR 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 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.

AD/B737/134

Argo-Tech/TRW Fuel Boost Pumps

**2/2000
DM**

Applicability: Model 737-100, -200, -300, -400, and -500 series aeroplanes equipped with Argo-Tech/TRW (Thompson Ramo Wooldbridge) fuel tank boost pumps having part numbers (P/N) 258000-2, -3, and -5, or 382300-1, -2, and -3.

Requirement:

1. Unless accomplished previously, perform a one-time detailed visual inspection to detect discrepant breather plugs (including loose, damaged, and missing plugs) in the fuel tank boost pumps in accordance with Boeing Telex M-7200-98-03173, dated 21 October 1998 or Boeing Alert Service Bulletin 737-28A1134, Revision 1, dated 10 June 1999.

Note 1: For the purposes of this directive, a detailed visual inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses etc, may be used. Surface cleaning and elaborate access procedures may be required."

2. If any discrepancy is detected, during the Requirement 1 inspection, either install a new breather plug in accordance with Temporary Revision No. 28-1 of the Argo-Tech Overhaul Manual, dated 13 November 1998, or the alert service bulletin; or replace the boost pump with a new or serviceable pump, in accordance with procedures specified in Section 28-22-41 of the Boeing 737 Airplane Maintenance Manual (AMM). After the effective date of this directive, only Section 28-22-41 of the Boeing 737 AMM, dated 1 May 1999, shall be used for replacement of the boost pump.
3. No person shall install on any Airplane an Argo-Tech/TRW fuel tank boost pump having the P/N 258000-2, -3, or -5; or 382300-1, -2, or -3; unless that pump has been inspected and applicable corrective actions have been performed in accordance with the requirements of this directive.

Note 2: FAA AD 99-24-06 Amdt 39-11430 refers.

Compliance: For Requirement 1:

Centre and auxiliary fuel tank boost pumps - Within six months after the effective date of this directive.

Main fuel tank boost pumps - Within 12 months after the effective date of this directive.

For Requirement 2 - Before further flight.

For Requirement 3 - As of the effective date of this Directive.

This Airworthiness Directive becomes effective on 19 February 2000.

Background: This Directive requires a one-time inspection to determine the presence and condition of the breather plug in each fuel tank boost pump; together with either installation of a new plug or replacement of the boost pump with a new or serviceable pump, if necessary. The issue of the Directive is prompted by a report received by the FAA that breather plugs were missing from fuel tank boost pumps.

The actions specified by this Directive are intended to prevent possible ignition of fuel vapour in the fuel tank boost pump, which could result in a fuel tank explosion in the event of a boost pump internal failure.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

13 January 2000