AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B737/242 and issues the following AD under subregulation 39.001(1) of CASR 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 aircraft or 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.

Boeing 737 Series Aeroplanes


Amdt 1

Applicability: All Model 737-100, -200, -200C, -300, -400, and -500 series aircraft.

Requirement: Action in accordance with the technical requirements of FAA AD 2005-07-19 Amdt 39-14044.

Note 1: Boeing Alert Service Bulletin 737-53A1228, or a later FAA approved revision, refers.

Note 2: Accomplishment of the requirements of paragraph (f) of the Requirement document terminates the requirements of AD/B737/10 Amdt 2 (FAA AD 93-14-10).

Compliance: As specified in the Requirement document, with a revised effective date of 6 June 2005.

The compliance time remains unchanged by this issue of the Directive.

This Amendment becomes effective on 13 April 2006.

Background: The FAA received reports of multiple fatigue cracks in the fuselage skin and bonded skin doubler, bearstrap, and doorway frames surrounding the forward and aft cargo doors. Such cracking, if undetected, could result in reduced structural integrity of the frames, possible loss of a cargo door, and consequent rapid decompression of the fuselage.

Amendment 1 is issued to introduce Requirement Note 2, which has compliance information regarding AD/B737/10 Amdt 2.

David Punshon
Delegate of the Civil Aviation Safety Authority

1 March 2006