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 39.001(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

AD/B737/294 Flightcrew Oxygen Masks 10/2006

Applicability: Boeing Model 737-100, -200, -200C, -300, -400, -500, -600, -700, -700C, -800 and -900 series aeroplanes.

Requirement:
1. Revise the Cabin Pressurization procedures in the Normal Procedures section of the AFMs for Model 737-100, -200, -200C, -300, -400, -500, -600, -700, -700C, -800, and -900 series aeroplanes to include the following procedure:

   "For normal operations, the pressurization mode selector should be in AUTO prior to takeoff."

2. Revise the Emergency Procedures section of the AFMs for Model 737-100, -200, -200C, -300, -400, and -500 series aeroplanes, or the Non-Normal Procedures section of the AFMs for Model 737-600, -700, -700C, -800, and -900 series aeroplanes, as applicable, to include the following procedure:

   "WARNING HORN -- CABIN ALTITUDE OR CONFIGURATION RECALL

   Condition: An intermittent or steady warning horn sounds:

   • In flight an intermittent horn indicates the cabin altitude is at or above 10,000 feet

   • On the ground an intermittent horn indicates an improper takeoff configuration when advancing thrust levers to takeoff thrust

   • In flight a steady horn indicates an improper landing configuration.

   If an intermittent horn sounds in flight:

   OXYGEN MASKS AND REGULATORS.................on, 100%

   CREW COMMUNICATIONS.................................Establish

   Do the CABIN ALTITUDE WARNING OR RAPID DEPRESSURIZATION checklist.

   If an intermittent horn sounds on the ground: Assure proper aeroplane takeoff configuration."
If a steady horn sounds in flight: Assure proper airplane landing configuration."

Method To Revising the AFM

The AFM revisions specified in requirements 1 and 2 of this AD may be done by inserting a copy of this AD into the AFM.

When statements identical to those specified in requirements 1 and 2 of this AD have been included in general revisions of the AFM, then the general revision(s) may be inserted into the AFM, and the copy of the AD may be removed from the applicable revised sections of the AFM.

Optional Action for Certain Requirements of AD/B737/208, AD/B737/216 and AD/B737/255.

If any of the following optional actions are taken, make a notation to the effect in the compliance summary for the appropriate AD.

For Model 737-100, -200 and -200C series aeroplanes: Using the phrase, “If the intermittent cabin altitude/configuration warning horn sounds in flight:” in place of the phrase, “If the cabin altitude warning horn sounds:” in the revisions to the “Cabin Altitude Warning or Rapid Depressurization” procedure is acceptable for compliance with AD/B737/255.

For Model 737-300, -400 and -500 series aeroplanes: Using the phrase, “If the intermittent cabin altitude/configuration warning horn sounds in flight:” in place of the phrase, “If the cabin altitude warning horn sounds:” in the revisions to the “Cabin Altitude Warning or Rapid Depressurization” procedure is acceptable for compliance with AD/B737/208.

For Model 737-600, -700, -700C, -800 and -900 series aeroplanes: Using the phrase, “If the intermittent cabin altitude/configuration warning horn sounds in flight:” in place of the phrase, “Condition: The cabin altitude warning horn sounds.” in the revisions to the “Cabin Altitude Warning or Rapid Depressurization” procedure is acceptable for compliance with AD/B737/216.


Compliance:

Within 60 days after the effective date of this AD.

This Airworthiness Directive becomes effective on 28 September 2006.
Background: This AD results from reports that aeroplanes have failed to pressurize, and that the flight crews failed to react properly to the cabin altitude warning horn. The issuing of this AD to prevent failure of the aeroplane to pressurize and subsequent failure of the flight crew to recognize and react to a valid cabin altitude warning horn, which could result in incapacitation of the flight crew due to hypoxia (lack of oxygen in body) and consequent loss of aeroplane control.

James Coyne  
Delegate of the Civil Aviation Safety Authority  
14 August 2006