
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/B737/37 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

**AD/B737/37
Amdt 1**

Fuselage Lap Joints BS259 to BS1016

9/2006

Applicability: Model 737 aircraft, line numbers 1 through 519.

Requirement: Action in accordance with the technical requirements of FAA AD 88-22-11 R1 Amdt 39-6432.

Note: Boeing Service Bulletins 737-53A1039 Revision 7 and 737-53-1089 Revision 4 refer. The FAA has approved the modification, inspection, and/or repair procedures contained in these service bulletins as an alternative to the earlier service bulletin issues specified in AD 88-22-11 R1.

Compliance: As specified in the Requirement document.

This Amendment becomes effective on 31 August 2006.

Background: This Directive requires inspection and repair of fuselage lap joints and tear straps that exist on aircraft, particularly with cold bonded joints. Durability of early bonding procedures was found to be unsound.

Amendment 1 is issued to introduce a Requirement note that specifies FAA approval of work accomplishment in accordance with the latest service bulletin issues.



David Villiers
Delegate of the Civil Aviation Safety Authority

19 July 2006