
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/B737/86 and issues the following AD under subregulation 39.1 (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/B737/86 Body Station 344 to 360 Support Structure 2/2005
Amdt 1

Applicability: Model 737-100, -200, -300, -400, and -500 series aircraft; equipped with intercostal support structures at stringer 5R and having a number 2 galley weight of 996 pounds or more (including any attached equipment that imposes loads on the galley).

Requirement: Action in accordance with the technical requirements of FAA AD 2004-23-07 Amdt 39-13862.

Note: Boeing Special Attention Service Bulletin 737-53-1154 Revision 1, or later FAA approved revision, refer.

Compliance: As specified in the Requirement document, with a revised effective date of 17 February 2005.

This Amendment becomes effective on 17 February 2005.

Background: This Directive was prompted by results of engineering tests and analyses, which revealed that certain fuselage support structure for the number 2 galley is unable to support certain loads that may occur during emergency landing conditions. If the fuselage structure breaks, the galley may shift and cause blockage of the forward service door.

Amendment 1 is issued in response to a new FAA AD, which requires modification of the same support structure as required by the original issue of this Directive, but using new methods based on new calculations; and expands applicability to include additional aircraft.



David Punshon
Delegate of the Civil Aviation Safety Authority

5 January 2005