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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B737/90 Amdt 1 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.

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### Boeing 737 Series Aeroplanes

**AD/B737/90  
Amdt 2**

**Main Deck Cargo Door**

**4/2004**

**Applicability:** Model 737-200 and -300 series aircraft, equipped with a main deck cargo door installed in accordance with Supplemental Type Certificate (STC) SA2969SO.

**Requirement:**

1. Action in accordance with the technical requirements of FAA AD 2001-09-15 Amdt 39-12222.
2. Inspect in accordance with the technical requirements of FAA AD 2004-03-23 Amdt 39-13467.

*Note: Pemco Service Bulletins 737-52-0037 Revision 2, and 737-53-0003 refer.*

**Compliance:** As specified in the Requirement document(s) with a revised effective date of 15 April 2004.

This Amendment becomes effective on 15 April 2004.

**Background:** Reports were received of cracks in thirteen of the sixteen support angles in the lower jamb of the main deck cargo door due to fatigue. Cracks were also found in the lower frames and reinforcing angles of the main deck cargo door. Continued operation with such cracking could result in loss or opening of the cargo door, and loss of control of the aircraft.

Amendment 1 was issued in response to two new main deck cargo door FAA airworthiness directives; which were prompted by the development of a modification that will provide better protection against the effects of structural fatigue, and an inspection and replacement of any lower frame or reinforcing angle of the main deck cargo door when it has reached its maximum life limit.

Amendment 2 is issued in response to a new FAA AD which supersedes AD 2001-8-07. The new AD continues to require the existing actions, but corrects reference to an incorrect fuselage station. The one-time modification requirement of AD 2001-09-15 remains unchanged.

**Boeing 737 Series Aeroplanes**

AD/B737/90 Amdt 2 (continued)

The original issue of this Airworthiness Directive became effective on 20 July 1995.



David Villiers  
Delegate of the Civil Aviation Safety Authority

4 March 2004