

Boeing 737 Series Aeroplanes

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**AD/B737/111**  
**Amdt 1**

**Seat Track Alignment**

**6/98**

**Applicability:** Model 737 series aircraft equipped with non-powered IPECO pilot's seats; and having line position numbers 1 through 2836.

**Requirement:** Perform a one-time operational test of the pilot's seats and the seat locks to determine that the lock pin of the seat track fully engages in all lock positions of the seat track, in accordance with Boeing Service Bulletin 737-25-1334, or Revision 1, dated 15 January 1998.

- a. If the seat lock pin fully engages in all lock positions of the seat track, no further action is required.
- b. If the seat lock pin does not fully engage in all positions of the seat track, re-align the seat tracks in accordance with Boeing Service Bulletin 737-25-1334, or Revision 1, dated 15 January 1998.

*Note: FAA AD 98-03-10 Amdt 39-10302 refers.*

**Compliance:** Unless already accomplished, before 21 August 1998.

This amendment becomes effective on 21 May 1998.

**Background:** The FAA received reports indicating that a pilot's seat slid from the forward position to the aft-most position during acceleration and take-off of the aircraft due to misalignment of the seat tracks. Such misalignment of the seat tracks, if not corrected, could result in uncommanded movement of the pilots' crew seats, and consequent reduced controllability of the aircraft.

Amendment 1 is issued in response to a new FAA AD which revises the applicability of the existing FAA AD.

The original issue of this Airworthiness Directive became effective on 6 November 1997.