

Boeing 737 Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B737/132 and issues the following AD under subregulation 39.1 (1) of CAR 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 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.

AD/B737/132
Amdt 1

Main Landing Gear Tie Bolts

2/2000

Applicability: All Model 737-100, -200, -300, -400, and -500 series aircraft.

Requirement: Action in accordance with the technical requirements of FAA AD 99-19-27 Amdt 39-11314.

For the purposes of this Directive, in FAA AD 99-19-27, substitute CASA-approved maintenance program for FAA-approved maintenance program.

Compliance: As specified in the Requirement document with a revised effective date of 30 December 1999.

The compliance time of this Directive remains unchanged for this issue.

This Amendment becomes effective on 24 February 2000.

Background: The FAA received reports of incidents of multiple tie bolt failures on certain BFGoodrich wheel assemblies. Failure of multiple tie bolts of main landing gear wheel assemblies could result in failure of the wheel rim, rapid release of tyre pressure, and probable consequent damage to the aircraft and injury to passengers and flight crew.

Amendment 1 is issued to correct a typographical error in the Requirement section of this Directive.

The original issue of this Airworthiness Directive became effective on 30 December 1999.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

13 January 2000