
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/B737/174 Amdt 1 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/B737/174
Amdt 2**

**Shoulder Restraint of Attendant
or Observers Seat**

4/2007

Applicability: Boeing 737-200, -200C, -300, -400, and -500 series aircraft as listed in Boeing Service Bulletin 737-25-1412 Revision 3.

Requirement: Action in accordance with the technical requirements of FAA AD 2006-26-13 Amdt 39-14871.

Note: Boeing Service Bulletin 737-25-1412 Revision 3, dated 2 December 2004 refers.

Compliance: For aircraft identified in FAA AD 2006-26-13 Amdt. 39-14871 paragraph (f), before 21 March 2005. The compliance date remains unchanged from the original issue of the Airworthiness Directive.

For aircraft identified in FAA AD 2006-26-13 Amdt. 39-14871 paragraph (i), as specified in the Requirement document with a revised effective date of 12 April 2007.

This Amendment becomes effective on 12 April 2007.

Background: The FAA requires inspection and, if necessary, corrective action to prevent detachment of the shoulder restraint harness of the attendant or observer seat from its mounting bracket during service, which could result in injury to the occupant.

Amendment 1 added aircraft to the applicability with a separate compliance date.

This amendment corrects an erroneous document reference.

Amendment 1 of this Airworthiness Directive became effective on 15 March 2007.

The original issue of this Airworthiness Directive became effective on 21 March 2002.



David Villiers
Delegate of the Civil Aviation Safety Authority

28 February 2007