
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (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 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/B737/178 **MLG Support Beam Primary Support Pin** **5/2002**

Applicability: Model 737-200, -200C, -300, and -500 series aircraft, as identified in Boeing Service Bulletin 737-57A1260 Revision 2, dated 18 October 2001.

Requirement: Action in accordance with the technical requirements of FAA AD 2002-02-08 Amdt 39-12636.

Note: Boeing Service Bulletin 737-57A1260 Revision 2 refers.

Compliance: As specified in the Requirement document, with a revised effective date of 16 May 2002.

This Airworthiness Directive becomes effective on 16 May 2002.

Background: The manufacturer received information that a batch of self-locking nuts did not meet required minimum locking torque levels. These nuts may be installed on the primary support pin retaining bolt. This Directive improves bolt retention by replacing the bolt and nut with a new bolt, castellated nut, washer, and cotter pin.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

22 March 2002