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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 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.

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### Boeing 737 Series Aeroplanes

**AD/B737/194**

**Keel Beam Structure**

**11/2002**

**Applicability:** Model 737-600, -700, and -800 series aircraft, line numbers 1 through 321.

**Requirement:** Action in accordance with the technical requirements of FAA AD 2000-08-08 Amdt 39-11694.

*Note: Boeing Alert Service Bulletin 737-57-1253 refers.*

**Compliance:** As specified in the Requirement document, with a revised effective date of 31 October 2002.

This Airworthiness Directive becomes effective on 31 October 2002.

**Background:** The FAA received a report of severed rear spar stiffeners of the centre wing, which resulted in cracking in the adjacent keel beam structure. This Directive requires certain actions to prevent failure of the keel beam structure.



David Alan Villiers  
Delegate of the Civil Aviation Safety Authority

12 September 2002