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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 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.

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### Boeing 737 Series Aeroplanes

#### **AD/B737/215      Hydraulic Accumulator End Cap Separation      9/2003**

**Applicability:** Boeing 737-100, -200 and -200C series aeroplanes, L/N 1 to 1033 inclusive with hydraulic accumulators installed as referenced in Boeing Special Attention Service Bulletins (BSASB) referred to in the Requirements of this Directive.

**Requirement:**    **Hydraulic Accumulators in Landing Gear Brake System:**

1. Inspect, in accordance with BSASB 737-32-1334 Revision 1, dated 1 March 2001, the hydraulic accumulators in the landing gear brake system to determine if the part number (P/N) is BACA11E2 (vendor P/N 2660472-2 or 2660472M2).
2. If any hydraulic accumulator is determined to be P/N BACA11E2 (vendor P/N 2660472-2 or 2660472M2), in compliance with Requirement 1, replace the subject hydraulic accumulator with a new or modified accumulator in accordance with BSASB 737-32-1334 Revision 1, dated 1 March 2001.

*Note 1: BSASB 737-32-1334 Revision 1, refers to Parker Service Bulletin 2660472-29-63, dated 12 December 2000, as the appropriate source of service information for modification of the hydraulic accumulators that are subject to replacement per BSASB 737-32-1334 Revision 1.*

**Hydraulic Accumulators in the Thrust Reverser Actuation Systems:**

3. Inspect, in accordance with BSASB 737-78-1068 Revision 1, dated 1 March 2001, the hydraulic accumulators in the thrust reverser actuation systems to determine if the P/N is BACA11E2 (vendor P/N 2660472-2 or 2660472M2).
4. If any hydraulic accumulator is determined to be P/N BACA11E2 (vendor P/N 2660472-2 or 2660472M2), in compliance with Requirement 3, replace the subject hydraulic accumulator with a new or modified accumulator in accordance with BSASB 737-78-1068 Revision 1, dated 1 March 2001.

*Note 2: BSASB 737-78-1068 Revision 1, refers to Parker Service Bulletin 2660472-29-63, dated 12 December 2000, as the appropriate source of service information for modification of the hydraulic accumulators that are subject to replacement per Service Bulletin 737-78-1068 Revision 1.*

## Boeing 737 Series Aeroplanes

AD/B737/215 (continued)

### Hydraulic Accumulators not to be installed:

5. Hydraulic accumulators with P/N's referred to in Requirements 2 and 4 may not be installed on any aircraft as a replacement part.

### Alternative Means of Compliance:

Inspections and replacements accomplished before the effective date of this Directive per BSASB 737-32-1334, dated 11 May 2000, are considered acceptable for compliance with the corresponding actions required by Requirements 1 and 2.

Inspections and replacements accomplished before the effective date of this Directive per BSASB 737-78-1068, dated 8 June 2000, are considered acceptable for compliance with the corresponding action required by Requirements 3 and 4.

*Note 3: FAA AD 2003-11-03 Amdt 39-13162 refers.*

**Compliance:** For Requirements 1, 2, 3 and 4: Within 18 months or prior to exceeding 6,000 flight hours from the effective date of this Directive, whichever occurs sooner.

For Requirement 5: From the effective date of this Directive.

This Airworthiness Directive becomes effective on 4 September 2003.

**Background:** This Directive requires one-time inspections to determine the part numbers of hydraulic accumulators installed in various areas of the aeroplane and follow-on corrective actions as necessary. These actions are intended to prevent high-velocity separation of a barrel, piston or end cap from a hydraulic accumulator. Such separation could result in injury to personnel, loss of cabin pressurisation, loss of affected hydraulic systems or damage to plumbing, electrical installations or structural members.



Jim Coyne  
Delegate of the Civil Aviation Safety Authority

25 July 2003