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## AIRWORTHINESS DIRECTIVE

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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/B737/217 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.

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### Boeing 737 Series Aeroplanes

**AD/B737/217  
Amdt 1**

**Reinforced Flight Deck Door  
Decompression Panel**

**11/2005**

**Applicability:** Model 737-200, -300, -400, -500, -600, -700, -800, and -900 series aircraft, modified by Supplemental Type Certificate (STC) ST01335LA.

**Requirement:** Action in accordance with the technical requirements of FAA AD 2005-12-05 Amdt 39-14121.

**Compliance:** As specified in the Requirement document, with a revised effective date of 27 October 2005.

This Amendment becomes effective on 27 October 2005.

**Background:** The FAA received several reports of incidents involving the reinforced flight deck door on certain Model 737-300, -500, and -800 aircraft. In these incidents, slamming the flight deck door caused the decompression latch to release and the decompression panel in the door to open. This Directive requires modification of the upper and lower pressure relief latch assemblies.

Amendment 1 is issued in response to a new FAA AD, which was prompted by reports of discrepancies with the reinforced flight deck door. The actions required by this Directive are intended to prevent inadvertent release of the decompression latch and consequent opening of the decompression panel in the flight deck door, or penetration of the flight deck door by smoke or shrapnel, any of which could result in injury to the aircraft flight crew. This Directive also requires detecting and correcting wire chafing, which could result in arcing and consequent fire.



David Villiers  
Delegate of the Civil Aviation Safety Authority

15 September 2005