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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/B737/242 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.

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### Boeing 737 Series Aeroplanes

**AD/B737/242  
Amdt 2**

**Fuselage Skin, Doublor, Strap, and  
Frames Surrounding Cargo Doors**

**12/2007**

**Applicability:** All Model 737-100, -200, -200C, -300, -400, and -500 series aircraft.

**Requirement:** Action in accordance with the technical requirements of FAA AD 2005-07-19 Amdt 39-14044.

An FAA 8100-9 form that specifies the affected aircraft and the associated repeat inspection time is an acceptable means of compliance with paragraph (g) of FAA AD 2005-07-19.

*Note 1: Boeing Alert Service Bulletin 737-53A1228, or a later FAA approved revision, refers.*

*Note 2: Accomplishment of the requirements of paragraph (f) of the Requirement document terminates the requirements of AD/B737/10 Amdt 2 (FAA AD 93-14-10).*

**Compliance:** As specified in the Requirement document, with a revised effective date of 6 June 2005.

The compliance time remains unchanged by this issue of the Directive.

This Amendment becomes effective on 22 November 2007.

**Background:** The FAA received reports of multiple fatigue cracks in the fuselage skin and bonded skin doublor, bearstrap, and doorway frames surrounding the forward and aft cargo doors. Such cracking, if undetected, could result in reduced structural integrity of the frames, possible loss of a cargo door, and consequent rapid decompression of the fuselage.

Amendment 1 introduced Requirement Note 2.

**Boeing 737 Series Aeroplanes**

AD/B737/242 Amdt 2 (continued)

Amendment 2 is issued to allow an Alternative Method of Compliance to paragraph (g) of FAA AD 2005-07-19.

A handwritten signature in black ink, appearing to read 'David Villiers', with a long horizontal stroke extending to the right.

David Villiers  
Delegate of the Civil Aviation Safety Authority

9 October 2007