

---

## 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 39.001(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.

---

### Boeing 737 Series Aeroplanes

**AD/B737/255**

**Oxygen Masks AFM Amendment**

**13/2005**

Applicability: Model 737-100, -200 and -200C series aeroplanes.

Requirement: If not previously accomplished, revise the procedures regarding donning oxygen masks in the event of rapid depressurisation, as contained in the Emergency Procedures section of the Aircraft Flight Manual (AFM), as follows:

Delete: -

*"RAPID DEPRESSURISATION (With aeroplane altitude above 14,000 feet MSL)*

**PRIMARY**

Oxygen Masks & Regulators—ON, 100% "

Insert: -

*"CABIN ALTITUDE WARNING OR RAPID DEPRESSURISATION*

If the cabin altitude warning horn sounds:

**PRIMARY**

Oxygen Masks & Regulators—ON, 100% "

The rest of the steps under this heading in the AFM are unchanged.

The AFM revision may be accomplished by inserting a copy of the Directive into the relevant section of the AFM.

*Note: FAA AD 2003-03-15 R1 Amdt 39-13366 refers.*

Compliance: Within 90 days after the effective date of this Directive.

This Airworthiness Directive becomes effective on 22 December 2005.

**Boeing 737 Series Aeroplanes**

AD/B737/255 (continued)

Background: This Directive requires the revision of the AFM to advise the flight crew to don oxygen masks as a first and immediate step when the cabin altitude warning horn sounds. This action is necessary to prevent incapacitation of the flight crew due to lack of oxygen, which could result in loss of control of the aeroplane.



James Coyne  
Delegate of the Civil Aviation Safety Authority

10 November 2005