
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/B737/264 Horizontal Stabiliser Centre Section Front Spar 13/2005

Applicability: Model 737-100, -200, and -200C series aircraft; line numbers 1 through 315, 323, and 324.

Requirement: Action in accordance with the technical requirements of FAA AD 2000-15-12 Amdt 39-11844.

Note: Boeing Alert Service Bulletin 737-55A1071 original issue, or later FAA approved revision, refers.

Compliance: As specified in the Requirement document, with a revised effective date of 22 December 2005.

This Airworthiness Directive becomes effective on 22 December 2005.

Background: The FAA received reports indicating that, during regular maintenance, operators found stress corrosion cracks in the front spar of the centre section of the horizontal stabiliser on two Model 737-100 and -200 series aircraft. Cracks in the front spar will decrease the structural strength of the centre section of the horizontal stabiliser, and could lead to structural failure.



David Villiers
Delegate of the Civil Aviation Safety Authority

10 November 2005