
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/B737/269****Engine Mount Cone Bolt Nuts****13/2005**

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

Requirement: Inspect the engine mount cone bolt nuts and remove from service any nut that is not identified in FAA AD 89-21-02 Amdt 39-6342; or,

Inspect the engine mount cone bolt nuts to establish conformity to the cone bolt nuts identified and described in Boeing Service Letter (SL) 727-SL-71-014-C.

Note: FAA Letter, reference 97-120S-490 (FAA Alternate Method of Compliance for FAA AD 89-21-02), and SL 727-SL-71-014-C refer.

Compliance: Before each cone bolt nut installation, effective 22 December 2005.

This Airworthiness Directive becomes effective on 22 December 2005.

Background: The FAA determined that bogus nuts have been introduced and sold to aircraft repair stations and parts distributors world-wide.

This Directive also introduces an alternate method of compliance to FAA AD 89-21-02, in order to use authentic cone bolt nuts manufactured by Standard Pressed Steel (SPS) Technologies that do not specifically conform to the part number description in AD 89-21-02.



David Villiers
Delegate of the Civil Aviation Safety Authority

11 November 2005