
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/B737/275

P15 Refuel Panel Wire Chafing

2/2006

Applicability: Model 737 series aeroplanes as follows:

Series	Line Numbers
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737-100, -200, -200C, -300, -400 and -500	1 through 3132 inclusive
737-600, -700, -700C, -800 and -900	0001 through 1240 inclusive

- Requirement:
1. **For Model 737-100, -200, -200C, -300, -400 and -500 series aeroplanes** - Carry out the following actions in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-28-1193, Revision 1, dated 28 July 2005:
 - a. Perform a one-time detailed inspection of the wires in wire bundle W0024 to connector D04578P on the back of the P15 refuel panel for discrepancies.
 - b. Perform any applicable corrective and related investigative actions.
 2. **For Model 737-600, -700, -700C, -800, and -900 series aeroplanes** - Carry out the following actions in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-28-1200, Revision 1, dated 28 July 2005:
 - a. **For Group 1 and Group 2 aeroplanes** - Perform a one-time detailed inspection for discrepancies of the clamp and T-bolt assembly on the wing thermal anti-ice duct near the P15 refuel panel.
 - b. **For Group 2 aeroplanes** - Perform a one-time detailed inspection for discrepancies of the wires in wire bundle W0024 to connector D04578P on the back of the P15 refuel panel.
 - c. **For Group 1 and Group 2 aeroplanes** - Perform any applicable corrective action of any discrepancy found during the Requirement 2.a. or 2.b. inspections.

Note 1: For the purposes of this Directive, a detailed inspection is defined as "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

Boeing 737 Series Aeroplanes

AD/B737/275 (continued)

Later revisions of the above Service Bulletins, approved by the United States Federal Aviation Administration (FAA) as an Alternate Method of Compliance (AMOC) to FAA AD 2005-23-17, are considered acceptable for compliance with the equivalent Requirements of this Directive.

Actions accomplished before the effective date of this AD in accordance with Boeing Special Attention Service Bulletin 737-28-1193, dated 24 April 2003, or Boeing Special Attention Service Bulletin 737-28-1200, dated 10 July 2003; as applicable; including Information Notices 737-28-1193 IN 01 and 737-28-1200 IN 01, both dated 11 September 2003, as applicable, are acceptable for compliance with the corresponding actions required by this Directive.

Note 2: FAA AD 2005-23-17 Amdt 39-14375 refers.

Compliance: For Requirement 1.a. - Within 18 months after the effective date of this Directive.

For Requirement 1.b. - Before further flight after the Requirement 1.a. inspection.

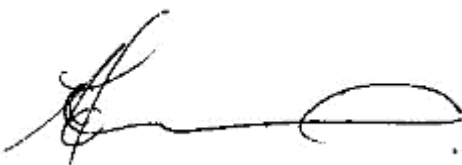
For Requirements 2.a. and 2.b. - Within 18 months after the effective date of this Directive.

For Requirement 2.c. - Before further flight after the Requirement 2.a. or 2.b. inspection.

This Airworthiness Directive becomes effective on 16 February 2006.

Background: The FAA has received reports of chafed wiring behind the P15 refuel panel together with arcing to the back of the P15 refuel panel and adjacent wing structure.

This Directive requires, for certain aeroplanes, a one-time detailed inspection for interference between a clamp assembly and the wires behind the P15 refuel panel together with any necessary corrective actions. The Directive also requires for certain other aeroplanes, a one-time detailed inspection for discrepancies of the wires behind the P15 refuel panel together with any necessary corrective and related investigative actions. Actions required by the Directive are designed to detect and correct chafing of the wiring behind the P15 refuel panel, which could lead to arcing and fire with consequent aeroplane damage and injury to refuelling personnel.



Charles Lenarcic
Delegate of the Civil Aviation Safety Authority

16 December 2005