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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/B737/277 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/B737/277**                      **Splice Fitting between Windows 1 and 2**                      **6/2007**  
**Amdt 1**

**Applicability:**      Model 737-600, -700, -700C, and -800 series aircraft, as identified in Boeing Alert Service Bulletin 737-53A1222 Revision 3, or later FAA approved revision.

**Requirement:**      Action in accordance with the technical requirements of FAA AD 2007-06-09 Amdt 39-14990.

**Compliance:**      As specified in the Requirement document, with a revised effective date of 7 June 2007.

This Amendment becomes effective on 7 June 2007.

**Background:**      The FAA received a report indicating that during the Model 737-800 series aircraft full-scale fuselage fatigue test, the splice fitting failed prior to the design service objective. Additionally, the FAA received a report of a cracked splice fitting on an aircraft with less than 13,500 total flight cycles. This condition, if not corrected, could result in cracking of the existing fitting that may cause cracking through the skin and consequent depressurisation of the fuselage.

Amendment 1 is issued in response to a new FAA AD, which adds repetitive inspections for cracking of the skin just below each splice fitting, and related corrective actions if necessary.



David Villiers  
Delegate of the Civil Aviation Safety Authority

24 April 2007