
AIRWORTHINESS DIRECTIVE

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/B737/281 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.

Boeing 737 Series Aeroplanes

**AD/B737/281
Amdt 1**

**Fuselage Stringer 14 Lap Joint
at Body Station 727**

7/2006

Applicability: Model 737-100, -200 and -200C series aircraft, line numbers 1 through 920, with more than 40,000 total landings.

Requirement: Action in accordance with the technical requirements of FAA AD 89-22-04 Amdt 39-6355.

Accomplishment of Boeing Alert S/B 737-53A1135 Revision 2 or later revision approved by the FAA as an Alternative Means of Compliance (AMOC) is an acceptable Alternative Means of Compliance for the requirements of this AD.

Compliance: In accordance with the requirement document, unless already accomplished.

This Amendment becomes effective on 6 July 2006.

Background: This Directive requires inspection of the fuselage stringer 14 lap joint, left and right, at Body station 727 and aft. The actions required by this directive are intended to prevent fuselage structural failure.

Amendment 1 is issued to allow the use of an FAA approved Alternate Means of Compliance.



David Villiers
Delegate of the Civil Aviation Safety Authority

23 May 2006