
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/B737/290****P5 Panel****8/2006**

Applicability: Model 737-600, -700, -700C, -800 and -900 series aeroplanes, certificated in any category; as identified in Boeing Service Bulletin (SB) 737-24A1141, Revision 2, dated 1 December 2005.

- Requirement:**
1. Accomplish the following actions in accordance with the Accomplishment Instructions of SB 737-24A1141, Revision 2:
 - a. Replace the five brackets that hold the P5 panel to the aeroplane structure with new brackets;
 - b. Do a general visual inspection for wire length and damage of the connectors and the wire bundles;
 - c. Make wiring changes;
 - d. Replace the standby compass bracket assembly with a new assembly; and
 - e. Replace the stud assemblies with new assemblies.

Note 1: For the purposes of this Directive, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

2. Carry out any applicable corrective actions of deficiencies detected during the Requirement 1.b. inspection in accordance with the Accomplishment Instructions of SB 737-24A1141, Revision 2.

Actions accomplished before the effective date of this Directive in accordance with Boeing Alert Service Bulletin 737-24A1141, Revision 1, dated 23 December 2004, are acceptable for compliance with the equivalent requirements of this Directive.

3. Carry out the concurrent actions specified in Table 1, as applicable to each aeroplane as identified in the Boeing Component Service Bulletin (CSB).

Boeing 737 Series Aeroplanes

AD/B737/290 (continued)

Table 1 - Concurrent Requirements

For Aeroplanes Identified in Boeing CSB	Action
233A3205-24-01 dated 26 July 2001	Modify the generator drive and standby power module assembly in accordance with the Accomplishment Instructions of the CSB.
69-37319-21-02, Revision 1, dated 30 August 2001	Modify the air conditioning module assembly in accordance with the Accomplishment Instructions of the CSB.

Later revisions of the above SBs, approved by the United States Federal Aviation Administration (FAA) as an Alternate Method of Compliance (AMOC) to FAA AD 2006-10-17, are considered acceptable for compliance with the equivalent Requirements of this Directive.

Note 2: FAA AD 2006-10-17 Amdt 39-14601 refers.

Compliance: For Requirement 1 - Within 36 months after the effective date of this Directive.

For Requirement 2 - Before further flight after the Requirement 1.b. inspection.

For Requirement 3 - Either concurrently with or before Requirement 1.

This Airworthiness Directive becomes effective on 3 August 2006.

Background: This Directive requires replacing brackets that hold the P5 panel to the aeroplane structure, the standby compass bracket assembly, the generator drive and standby power module together with the air conditioning module. The Directive also requires, among other actions, inspecting for wire length and for damage of the connectors and the wire bundles, together with the accomplishment of any necessary corrective actions.

Actions specified by this Directive are designed to prevent wire bundles from contacting the overhead dripshield panel and modules in the P5 overhead panel, which could result in electrical arcing and shorting of the electrical connector and consequent loss of several critical systems essential for safe flight.



James Coyne
Delegate of the Civil Aviation Safety Authority

21 June 2006