
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/B737/309 Flightcrew Seat Locks and Seat Tracks - 2 11/2007**

Applicability: Boeing 737-300, -400, -500 series aircraft, variable numbers PS971 through PS978, PT187, and PT188, equipped with IPECO flightcrew seats.

Requirement: Inspect in accordance with the technical requirements of FAA AD 2007-18-03 Amdt 39-15183.

Compliance: Within 90 days after 25 October 2007. If a defect is found in accordance with the technical requirements of FAA AD 2007-18-03 Amdt 39-15183, the defect must be rectified before further flight.

This Airworthiness Directive becomes effective on 25 October 2007.

Background: This Airworthiness Directive results from a report indicating that a captain's seat slid aft and jammed during taxi. The Airworthiness Directive is issued to prevent uncommanded movement of the flightcrew seats during acceleration and take-off of the aeroplane, which could result in reduced controllability of the aeroplane.

This Airworthiness Directive is the same issue as covered by AD/B737/145 but covers different aircraft.



David Villiers
Delegate of the Civil Aviation Safety Authority

10 September 2007