
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/B737/323

MLG Support Beam

6/2008

Applicability: Model 737-100, -200, -200C, -300, -400, and -500 series aircraft.

Requirement: Action in accordance with the technical requirements of FAA AD 2008-08-10 Amdt 39-15462.

Note: Boeing Service Bulletins 737-57A1266 Revision 1, and 737-57-1052 Revision 4, or later FAA approved revision, refer.

Compliance: As specified in the Requirement document, with a revised effective date of 5 June 2008.

This Airworthiness Directive becomes effective on 5 June 2008.

Background: The FAA received reports of fatigue cracking of the outboard stabilising fitting and stress corrosion cracking of the bolts attaching the fitting to the wing rear spar. Such cracking, unless detected and corrected, could result in disconnection of the main landing gear actuator from the rear spar and support beam, consequent damage to the hydraulic system with possible loss of the "A" and "B" hydraulic systems, and damage or jamming of the flight control cables.



David Villiers
Delegate of the Civil Aviation Safety Authority

21 April 2008