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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/B737/338 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/B737/338  
Amdt 1**

**Auxiliary Fuel Tanks**

**10/2008**

**Applicability:** Model 737 aeroplanes equipped with auxiliary fuel tanks installed in accordance with specified United States Federal Aviation Administration (FAA) Supplemental Type Certificates (STC) as follows:

**Aeroplane Series**

**Auxiliary Tank STC**

737-200

SA1082NW, SA2153WE and SA1054NW

737-400 and -500

SA3992NM and SA3980NM

**Requirement:** Deactivate the auxiliary fuel tanks, in accordance with an approved deactivation procedure. Any auxiliary tank component that remains on the aeroplane must be secured and must have no effect on the continued operational safety and airworthiness of the aeroplane. Deactivation may not result in the need for additional instructions for continued airworthiness.

*Note 1: Appendix A of this Directive provides criteria that should be included in the deactivation procedure.*

*Note 2: FAA AD 2008-12-03 Amdt 39-15546 refers.*

**Compliance:** On or before 16 December 2008.

This Amendment becomes effective on 25 September 2008.

**Background:** This Directive requires deactivation of Rogerson Aircraft Corporation auxiliary fuel tanks. The Directive results from fuel system reviews conducted by the manufacturer, which identified potential unsafe conditions for which the manufacturer has not provided corrective actions and is issued to prevent the potential of ignition sources inside fuel tanks, which in combination with flammable fuel vapours, could result in fuel tank explosions and consequent loss of the aeroplane.

Amendment 1 is issued to correct a typographical error in the applicability.

**Boeing 737 Series Aeroplanes**

AD/B737/338 Amdt 1 (continued)

The original issue of this Directive became effective on 28 August 2008.

A handwritten signature in black ink, appearing to read 'James Coyne', with a stylized flourish at the end.

James Coyne  
Delegate of the Civil Aviation Safety Authority

6 August 2008