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/B737/357 In-Flight Entertainment Systems 8/2009

Applicability: Model 737-300, -400 and -500 series aeroplanes, as identified in Boeing Service Bulletin (SB) 737-24-1145, dated 4 March 2004 and Model 737-600, -700, -700C, -800 and -900 series aeroplanes, as identified in Boeing SB737-24-1147, Revision 1, dated 1 March 2007.

Requirement:

1. For Model 737-300, -400 and -500 series aeroplanes - Install a new circuit breaker, relays and wiring to allow the flightcrew to turn off electrical power to the in-flight entertainment (IFE) systems through the IFE/galley switch and do all other specified actions as applicable, by accomplishing all the applicable actions specified in the Accomplishment Instructions of SB 737-24-1145.

2. For Model 737-300 series aeroplanes identified as Group 6 aeroplanes in SB 737-24-1145 and equipped with P5-13 module assembly part number (P/N) 69-37321-81 - Replace the lightplate assembly of the P5-13 module assembly with a new lightplate assembly and re-identify and test the modified P5-13 module assembly, in accordance with the Accomplishment Instructions of Boeing Component Service Bulletin (CSB) 69-37321-31-03, dated 21 August 2003.

3. For Model 737-600, -700, -700C, -800 and -900 series aeroplanes - Install a new circuit breaker, relays and wiring, as applicable, to allow the flightcrew to turn off electrical power to the IFE systems and other non-essential electrical systems through a utility switch in the flight compartment, by accomplishing all of the applicable actions specified in Parts 1, 2 or 3 of the Work Instructions of SB 737-24-1147, Revision 1.

4. For Model 737-600, -700, -700C, -800 and -900 series aeroplanes identified as Groups 3 through 139 inclusive in SB 737-24-1147, Revision 1 and equipped with P5-13 module assembly P/N 285A1840-3 or -4 - Modify the P5-13 module assembly, in accordance with the Accomplishment Instructions of Boeing CSB 285A1840-24-02, dated 28 August 2003.

Boeing 737 Series Aeroplanes

AD/B737/357 (continued)

5. For Model 737-800 series aeroplanes identified in paragraph 1.A.1. of Boeing SB 737-23-1189, dated 27 June 2002 - Install wiring for the No. 4 Video Display Unit (VDU) cluster, an INOP marker and stow clip at the P6-1 circuit breaker panel; reroute certain wiring for the No. 4 VDU cluster between stations 685 and 767; and do a continuity test of the newly installed and rerouted wiring; in accordance with the Accomplishment Instructions of SB 737-23-1189.

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 2009-12-06 are considered acceptable for compliance with the equivalent Requirements of this Directive.

Note: FAA AD 2009-12-06 Amdt 39-15929 refers.

Compliance: For Requirement 1 - Within 60 months after the effective date of this Directive.

For Requirement 2 - Prior to or concurrently with Requirement 1.

For Requirement 3 - Within 60 months after the effective date of this Directive.

For Requirements 4 and 5 - Prior to or concurrently with Requirement 3.

This Airworthiness Directive becomes effective on 30 July 2009.

Background: This Directive results from an IFE systems review and is issued to ensure that the flightcrew is able to turn off electrical power to IFE systems and other non-essential electrical systems through a switch in the flight compartment. The flightcrew's inability to turn off power to IFE systems and other non-essential electrical systems during a non-normal or emergency situation could result in the inability to control smoke or fumes in the aeroplane flight deck or cabin.

James Coyne
Delegate of the Civil Aviation Safety Authority

16 June 2009