
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/B737/360

P5-14 Panel

11/2009

Applicability: Model 737-600, -700, -700C, -800 and -900 series aeroplanes which have complied with Requirement 1 of AD/B737/290 using either Boeing Service Bulletin (SB) 737-24A1141 Revision 1 dated 23 December 2004 or Revision 2 dated 1 December 2005.

Requirement: Carry out an operational test of the P5-14 panel in accordance with paragraphs 3.B.92. and 3.B.93., as applicable, of the Accomplishment Instructions of Boeing SB 737-24A1141, Revision 3, dated 20 February 2008.

Later revisions of SB 737-24A24A1141, Revision 3, approved by the United States Federal Aviation Administration (FAA) as an Alternate Method of Compliance (AMOC) to FAA AD 2009-16-07, are considered acceptable for compliance with the equivalent Requirements of this Directive.

Note: FAA AD 2009-16-07 Amdt 39-15990 refers.

Compliance: Within 12 months after the effective date of this Directive.

This Airworthiness Directive becomes effective on 22 October 2009.

Background: This Directive supplements AD/B737/357 by requiring, under certain conditions, an additional operational test of the P5-14 panel.

The testing of the P5-14 panel ensures correct operation of critical flight systems and the passenger oxygen system. If an improperly functioning passenger oxygen system goes undetected, the passenger oxygen mask could fail to deploy and result in possible incapacitation of passengers during a depressurization event.



James Coyne
Delegate of the Civil Aviation Safety Authority

10 September 2009