AIRWORTHINESS DIRECTIVE

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/B737/249 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.

Boeing 737 Series Aeroplanes

AD/B737/249  Forward Lower Lobe Fuselage Skin  1/2009
Amdt 1  DM

Applicability: Model 737-100, -200, -200C, -300, -400, and -500 series aircraft; as identified in Boeing Special Attention Service Bulletin 737-53-1230, dated 13 June 2002, or later FAA approved revision.


Note: Boeing Service Bulletin 737-53-1117 Revision 1, or later FAA approved revision, refers.

Corrective actions (repairs or repeat inspections) that are approved on an FAA form 8100-9 and approved by the Manager, Seattle Aircraft Certification Office or delegate as an Alternative Method of Compliance (AMOC) to the requirements of FAA AD 2005-19-25, may be carried out without the need to obtain an exclusion from CASA from this airworthiness directive.

Compliance: As specified in the Requirement document, with a revised effective date of 24 November 2005.

This Amendment becomes effective on 14 November 2008.

Background: The FAA received reports of cracks in the fuselage skin of the lower lobe. The actions required by this Directive are intended to detect and correct fatigue cracks of the countersunk rivet holes, which could result in cracks of the fuselage skin of the lower lobe, and consequent rapid depressurisation of the aircraft.

This amendment allows the use of an FAA approved Alternative Method of Compliance (AMOC) to the requirements of this AD, without the need for the operator to continually apply for exclusions for the same type of repair. There are no other changes to the technical requirements of this AD.
The original issue of this AD became effective on 24 November 2005.

David Villiers
Delegate of the Civil Aviation Safety Authority

11 November 2008