**State of Israel**
**Ministry of Transport**
**Civil Aviation Authority**

**AD ISR-I-53-2019-12-6 R2**
**Date: August 20, 2020**

# AIRWORTHINESS DIRECTIVE

This Airworthiness Directive, issued by the Civil Aviation Authority in accordance with the Israeli Air Navigation Regulations applies to an aircraft for which our records list you as the registered owner. It affects aviation safety and requires your immediate attention. No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with that Directive.

**APPLIES TO**: 737-300, 737-400 and 737-700 airplanes modified to a Bedek Division Special Freighter (BDSF), prior to December 2019, per IAI STC SA136 (CAAI)/ST01566LA (FAA)/ 10015542 (EASA) or IAI STC SA160 (CAAI) /ST01961SE (FAA)/ 10016227 (EASA) or IAI STC SA299 (CAAI) / ST02556SE (FAA) correspondingly, with a 9G rigid barrier, certificated in any category, as identified in IAI Service Bulletin 365-00-054 Revision 2, dated July 29, 2020.

**SUBJECT:** Loading restrictions due to 9G barrier manufacturing non-compliance

**REASON:** Following a review of the process used to manufacture the 9G rigid barrier installed on IAI 737-300/-400/-700 BDSF conversions; a manufacturing noncompliance has been identified. This manufacturing noncompliance critically affects the rigid barrier structural integrity and its capability in resisting a 9g forward longitudinal load as required by CFR 14, FAR 25.562 emergency landing conditions.

**ACTION:** IAI Service Bulletin 365-00-054 Revision 2, provides loading restrictions that will allow 737-300, 737-400 and 737-700 airplanes modified by IAI to a special freighter to operate with the current installed 9G rigid barrier. The loading restrictions include reducing the cargo weights per each loading configuration and the use of additional straps when necessary.

(a) IAI Service Bulletin 365-00-054 Revision 1, corrects the bulletin's reference to a TSO-C172a cargo strap load rating of 7,500 pounds; the correct cargo strap load capability is 5,000 pounds;

(b) IAI Service Bulletin 365-00-054 Revision 2, corrects the STC effectivity identifications.

**COMPLIANCE**: Comply with this AD before next flight.

**AD ISR-I-53-2019-12-6 R2**
**Date: August 20, 2020**

**EFECTIVE DATE**: December 12, 2019.

**ALTERNATIVE METHODS of COMPLIANCE (AMOC):** The Chief Engineer, Certification and Airworthiness Division, CAAI, has the authority to approve AMOCs for this AD, if requested, using the procedures found in ENG 1.4.035. In accordance with Regulation 37 of the Air Navigation Regulations (Procedures for Certification of Aircraft and Aircraft Parts), 1977, send your request to your principal inspector. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph "FOR FURTHER INFORMATION CONTACT" of this AD.
Before using any approved AMOC, notify your principal inspector.

**FOR FURTHER INFORMATION CONTACT:** Vladimir Novicov, Engineering Branch, CAAI - P.O.Box 1101, 3 Golan Street, Airport City, Israel, 70151 Telephone: 972-3-9774529, Fax: 972-3-9774592, E-mail: novikovv@mot.gov.il .

Airworthiness Division
Phone number 972-(0)3-9774529
Facsimile number 972-(0)3-9774592
Email novikovv@mot.gov.il
Date Thursday, August 20, 2020
Ref. No. G333- D200820001_AMOC

**Certification and Airworthiness**
**Engineering and Development Center**
**Israel Aerospace Industries, Aviation Group**
**Ben Gurion International Airport 7010000, Israel**

**Attention:** **Mr. David Gat**
Manager – Certification Conversions & Upgrades

**Subject:** **Approval of Alternative Method of Compliance (AMOC) of general applicability to CAAI Airworthiness Directive (AD) ISR-I-53-2019-12-6R2**

**Reference:**
(1) Israeli Aerospace Industries (IAI) letter AR20200726-001 dated July 26, 2020
(2) IAI Service Bulletin 365-00-054 Revision 2, dated July 2020.
(3) IAI SB 365-00-055 Revision New, dated July 2020.
(3) 737-300 special freighter conversion CAAI STC SA136.
(4) 737-300 special freighter conversion FAA STC ST01566LA.
(5) IAI document 365-00-00-B5444-M0013 737-300BDSF CONVERSION WITH INSTALLATION OF 737-800BDSF 9G RIGID BARRIER
(6) IAI document 365-00-00-92100, 737-300 Conversion from PAX to SF – Master Document List, Revision BC, Dated August 10, 2020
(7) 737-400 special freighter conversion CAAI STC SA160.
(8) 737-400 special freighter conversion FAA STC ST01961SE.
(9) 365-53-00-B6479-M0018 737-400BDSF CONVERSION WITH INSTALLATION OF 737-800BDSF 9G RIGID BARRIER
(10) IAI document 365-00-00-B4200, 737-400 Conversion from PAX to SF – Master Document List, Revision U, Dated August 09, 2020
(11) 737-700 special freighter conversion CAAI STC SA299.
(12) 737-700 special freighter conversion FAA STC ST02556SE.
(13) IAI document 365-00-00-M0786-M0030 737-700BDSF CONVERSION WITH INSTALLATION OF 737-800BDSF 9G RIGID BARRIER
(14) IAI document 365-00-00-M4510, 737-700 Conversion from PAX to SF – Master Document List, Revision J, dated July 21, 2020

Dear Mr. Gat,

The Civil Aviation Administration of Israel (CAAI) has received the reference (1) letter requesting Approval of Alternative Method of Compliance (AMOC) of general applicability to CAAI Airworthiness Directive (AD) ISR-I-53-2019-12-6R2.

This request is applicable to 737-300, 737-400 and 737-700 airplanes that have been modified to a special freighter, prior to December 2019, per IAI STC SA136 (CAAI)/ST01566LA (FAA)/ 10015542 (EASA) or IAI STC SA160 (CAAI) /ST01961SE (FAA)/ 10016227 (EASA) or IAI STC SA299 (CAAI) / ST02556SE (FAA) correspondingly, with a 9G rigid barrier, certificated in any category, as identified in IAI Service Bulletin 365-00-054 Revision 2, dated July 29, 2020.

ISR-I-53-2019-12-6R2 requires operators of Boeing Model 737-300, -400, and -700 series airplanes, certificated in any category, modified to a Bedek Division Special Freighter (BDSF) by Supplemental Type Certificate

(STC) SA136, SA160 and SA299 with a 9G rigid barrier to comply with loading restrictions and methods specified in IAI Service Bulletin 365-00-054 Revision 2, dated July 2020.

This AD requires loading restrictions meant to correct the presented unsafe condition that the rigid barrier is structurally deficient in resisting a 9g forward longitudinal load as required by CFR 14, FAR 25.562 emergency landing conditions.
The identified manufacturing process noncompliance (quality escape) caused that the rigid barrier is structurally deficient in resisting a 9g forward longitudinal load as required.

IAI has discontinued the manufacturing of 9G rigid barrier parts using the incorrect bonding process and amended their manufacturing drawings and routing cards to correct the potential manufacturing non-compliance.

IAI documents defining the removal of the suspected rigid barrier and installation of 737-800BDSF 9G RIGID BARRIER, per IAI SB 365-00-055 Revision New, dated July 2020, has identified the following part numbers in the table below for discontinued parts and for new parts manufactured in accordance with the correct bonding process.

| Part Description | Discontinued Part Number (Incorrect Bonding Process) | New Part Number (Corrected Bonding Process) |
|---|---|---|
| PANEL ASSY-L.H CTR. | 365-25-00-93851-103 | 365-25-00-93851-109 |
| PANEL ASSY-R.H CTR. | 365-25-00-93851-105 | 365-25-00-93851-111 |
| PANEL ASSY-R.H | 365-25-00-93851-107 | 365-25-00-93851-113 |
| PANEL ASSY - 9G RIGID BARRIER | 365-25-00-B5827-101 | 365-25-00-B5827-103 |
| ASSY – SLIDING DOOR, RB | 365-53-10-M1034-101 | 365-53-10-M4879-101 |

Your reference (1) letter requests that the installation of 737-800BDSF 9G RIGID BARRIER, per IAI SB 365-00-055 Revision New, dated July 2020, containing new parts manufactured in accordance with the correct bonding process, be approved as an AMOC of general applicability to AD ISR-I-53-2019-12-6R2.

Your request provides an acceptable level of safety since the new detail parts and subassemblies (per updated drawings) as well as the manufacturing process (per updated route cards) assure that the rigid barrier will resist the 9g longitudinal loading of 53,000lbs. In the event of an emergency landing, the rigid barrier as designed and as installed is keeping the escape path unobstructed, allowing the occupants to evacuate safely.

The Chief Engineer, Certification and Airworthiness Division, CAAI, has reviewed and approved installing a 737-800BDSF 9G RIGID BARRIER, per IAI SB 365-00-055 Revision New, dated July 2020, with the part numbers listed in the "New Part Number (Corrected Bonding Process)" column of the table above as an AMOC of general applicability to the loading restrictions and methods required by CAAI Airworthiness Directive (AD) ISR-I-53-2019-12-6R2.

This approval is applicable to 737-300, 737-400 and 737-700 airplanes that have been modified to a special freighter, prior to December 2019, per IAI STC SA136 (CAAI)/ST01566LA (FAA)/ 10015542 (EASA) or IAI STC SA160 (CAAI) /ST01961SE (FAA)/ 10016227 (EASA) or IAI STC SA299 (CAAI) / ST02556SE (FAA) correspondingly, with a 9G rigid barrier, certificated in any category, as identified in IAI Service Bulletin 365-00-054 Revision 2, dated July 29, 2020.

The following applies in accordance with Engineering Procedure 1.4.035 "Airworthiness Development Directives and Issuance":

1. All provisions of CAAI AD ISR-I-53-2019-12-6R2 that are not specifically referenced above remain fully applicable and must be complied with accordingly.

2. This CAAI AMOC of general applicability is transferable with the aircraft to an operator that operates the aircraft under Israel registry.
3. This CAAI AMOC of general applicability only applies to the CAAI AD listed above. The CAAI does not have the authority to approve this as an AMOC of general applicability to any AD issued by another civil aviation authority (CAA). Approval of an AMOC to another CAA's AD must come from that CAA.

If you have any question concerning this correspondence, please contact Vladimir Novicov, Project Certification Manager, CAAI by phone at (972) 3977 4529 (office) or (972) 50621 2220 (cell phone) or by facsimile at (972) 3977 4592, or by e-mail at novikovv@mot.gov.il .

Sincerely,

Tamir Bar Am
Chief Engineer, Certification and Airworthiness Division, CAAI.

Airworthiness Division
Phone number 972-(0)3-9774529
Facsimile number 972-(0)3-9774592
Email novikovv@mot.gov.il
Date Monday, May 3, 2021
Ref. No. G333- D030521001_AMOC

**Certification and Airworthiness**
**Engineering and Development Center**
**Israel Aerospace Industries, Aviation Group**
**Ben Gurion International Airport 7010000, Israel**

**Attention:** **Mr. Ophir Elsam,**
Manager – Aircraft & Certification
Customer Support
Aviation Group, Conversions and Upgrades Division

**Subject:** **Approval of Alternative Method of Compliance (AMOC) of general applicability to CAAI Airworthiness Directive (AD) ISR-I-53-2019-12-6R2**

**Reference:**
(1) Israeli Aerospace Industries (IAI) letter AR20210418-001dated April 18, 2021.
(2) IAI Service Bulletin 365-00-054 Revision 2, dated July 2020.
(3) IAI SB 365-53-055 Revision 1, dated April 2021.
(3) 737-300 special freighter conversion CAAI STC SA136.
(4) 737-300 special freighter conversion FAA STC ST01566LA.
(5) IAI document 365-00-00-B5444-M0013 737-300BDSF CONVERSION WITH INSTALLATION OF 737-800BDSF 9G RIGID BARRIER
(6) IAI document 365-00-00-92100, 737-300 Conversion from PAX to SF – Master Document List, Revision BC, Dated August 10, 2020
(7) 737-400 special freighter conversion CAAI STC SA160.
(8) 737-400 special freighter conversion FAA STC ST01961SE.
(9) 365-53-00-B6479-M0018 737-400BDSF CONVERSION WITH INSTALLATION OF 737-800BDSF 9G RIGID BARRIER
(10) IAI document 365-00-00-B4200, 737-400 Conversion from PAX to SF – Master Document List, Revision U, Dated August 09, 2020
(11) 737-700 special freighter conversion CAAI STC SA299.
(12) 737-700 special freighter conversion FAA STC ST02556SE.
(13) IAI document 365-00-00-M0786-M0030 737-700BDSF CONVERSION WITH INSTALLATION OF 737-800BDSF 9G RIGID BARRIER
(14) IAI document 365-00-00-M4510, 737-700 Conversion from PAX to SF – Master Document List, Revision J, dated July 21, 2020

Dear Mr. Elsam,

The Civil Aviation Administration of Israel (CAAI) has received the reference (1) letter requesting Approval of Alternative Method of Compliance (AMOC) of general applicability to CAAI Airworthiness Directive (AD) ISR-I-53-2019-12-6R2.

This request is applicable to 737-300, 737-400 and 737-700 airplanes that have been modified to a special freighter, prior to December 2019, per IAI STC SA136 (CAAI)/ST01566LA (FAA)/ 10015542 (EASA) or IAI STC SA160 (CAAI) /ST01961SE (FAA)/ 10016227 (EASA) or IAI STC SA299 (CAAI) / ST02556SE (FAA) correspondingly, with a 9G rigid barrier, certificated in any category, as identified in IAI Service Bulletin 365-00-054 Revision 2, dated July, 2020.

ISR-I-53-2019-12-6R2 requires operators of Boeing Model 737-300, -400, and -700 series airplanes, certificated in any category, modified to a Bedek Division Special Freighter (BDSF) by Supplemental Type Certificate (STC) SA136, SA160 and SA299 with a 9G rigid barrier to comply with loading restrictions and methods specified in IAI Service Bulletin 365-00-054 Revision 2, dated July 2020.

This AD requires loading restrictions meant to correct the presented unsafe condition that the rigid barrier is structurally deficient in resisting a 9g forward longitudinal load as required by CFR 14, FAR 25.562 emergency landing conditions.
The identified manufacturing process noncompliance (quality escape) caused that the rigid barrier is structurally deficient in resisting a 9g forward longitudinal load as required.

IAI has discontinued the manufacturing of 9G rigid barrier parts using the incorrect bonding process and amended their manufacturing drawings and routing cards to correct the potential manufacturing non-compliance.

IAI documents defining the removal of the suspected rigid barrier and installation of 737-800BDSF 9G RIGID BARRIER, per IAI SB 365-53-055 Revision 1, dated April 2021, has identified the following part numbers in the table below for discontinued parts and for new parts manufactured in accordance with the correct bonding process.

| Part Description | Discontinued Part Number (Incorrect Bonding Process) | New Part Number (Corrected Bonding Process) |
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| ASSY – SLIDING DOOR, RB | 365-53-10-M1034-101 | 365-53-10-M4879-101 |

Your reference (1) letter requests that the installation of 737-800BDSF 9G RIGID BARRIER, per IAI SB 365-53-055 Revision 1, dated April 2021, containing new parts manufactured in accordance with the correct bonding process, be approved as an AMOC of general applicability to AD ISR-I-53-2019-12-6R2.

Your request provides an acceptable level of safety since the new detail parts and subassemblies (per updated drawings) as well as the manufacturing process (per updated route cards) assure that the rigid barrier will resist the 9g longitudinal loading of 53,000lbs. In the event of an emergency landing, the rigid barrier as designed and as installed is keeping the escape path unobstructed, allowing the occupants to evacuate safely.

The Chief Engineer, Certification and Airworthiness Division, CAAI, has reviewed and approved installing a 737-800BDSF 9G RIGID BARRIER, per IAI SB 365-53-055 Revision 1, dated April 2021, with the part numbers listed in the "New Part Number (Corrected Bonding Process)" column of the table above as an AMOC of general applicability to the loading restrictions and methods required by CAAI Airworthiness Directive (AD) ISR-I-53-2019-12-6R2.

This approval is applicable to 737-300, 737-400 and 737-700 airplanes that have been modified to a special freighter, prior to December 2019, per IAI STC SA136 (CAAI)/ST01566LA (FAA)/ 10015542 (EASA) or IAI STC SA160 (CAAI) /ST01961SE (FAA)/ 10016227 (EASA) or IAI STC SA299 (CAAI) / ST02556SE (FAA) correspondingly, with a 9G rigid barrier, certificated in any category, as identified in IAI Service Bulletin 365-00-054 Revision 2, dated July 29, 2020.

The following applies in accordance with Engineering Procedure 1.4.035 "Airworthiness Development Directives and Issuance":

1. All provisions of CAAI AD ISR-I-53-2019-12-6R2 that are not specifically referenced above remain fully applicable and must be complied with accordingly.
2. This CAAI AMOC of general applicability is transferable with the aircraft to an operator that operates the aircraft under Israel registry.
3. This CAAI AMOC of general applicability only applies to the CAAI AD listed above. The CAAI does not have the authority to approve this as an AMOC of general applicability to any AD issued by another civil aviation authority (CAA). Approval of an AMOC to another CAA's AD must come from that CAA.

If you have any question concerning this correspondence, please contact Vladimir Novicov, Project Certification Manager, CAAI by phone at (972) 3977 4529 (office) or (972) 50621 2220 (cell phone) or by facsimile at (972) 3977 4592, or by e-mail at novikovv@mot.gov.il .

Sincerely,

Tamir Bar Am
Chief Engineer, Certification and Airworthiness Division, CAAI.

Australian Government
Civil Aviation Safety Authority

Please Note:

Previous compliance with Letter G333-D200820001_AMOC dated 20 Aug 2020 is acceptable and requires no re-work for previously modified aircraft. Existing Exclusions/AMOC issued by CASA remain valid.

Any new CASA AMOCs issued from 29 April 2021 are required to comply with letter G333-D190421001_AMOC April 19, 2021.

Airworthiness Directive Cell
Continuing Airworthiness Information
Airworthiness and Engineering Branch
National Operations and Standards Division

**CASA\Aviation Group**

**www.casa.gov.au**