



Organisme pour la sécurité
De l'aviation civile

U R G E N T

Département Gestionnaire de la Sécurité

Emetteur (From): Contact.Documentation@osac.aero
N°:01/24/RDO/OSAC/DMSR

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Date : 8 janvier 2024

Destinataire(s) (To): Pour les personnes concernées *(To whom it may concern)*

OBJET : Avis d'émission de l'AD urgente de la FAA de référence US-2024-02-51
(FAA Emergency AD US-2024-02-51 issuing notice).

**BOEING
737
Doors - Mid-Cabin Door Plug - Inspection**

Le présent avis signale l'émission de la Directive de Navigabilité FAA citée en objet dont le texte est joint.

This notice reports the issuing of the subject FAA AD which is enclosed.

Cette AD est, réglementairement, directement applicable sur les aéronefs inscrits au registre français.



FAA
Aviation Safety

EMERGENCY
AIRWORTHINESS DIRECTIVE
www.faa.gov/aircraft/safety/alerts/

DATE: January 6, 2024
AD #: 2024-02-51

Emergency Airworthiness Directive (AD) 2024-02-51 is sent to owners and operators of The Boeing Company Model 737-9 airplanes.

Background

This emergency AD was prompted by a report of an in-flight departure of a mid cabin door plug, which resulted in a rapid decompression of the airplane. The FAA is issuing this AD to address the potential in-flight loss of a mid cabin door plug, which could result in injury to passengers and crew, the door impacting the airplane, and/or loss of control of the airplane.

FAA's Determination

The FAA is issuing this AD because the agency has determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

AD Requirements

This AD prohibits further flight of affected airplanes, until the airplane is inspected and all applicable corrective actions have been performed using a method approved by the Manager, AIR-520, Continued Operational Safety Branch, FAA.

Interim Action

The FAA considers this AD to be an interim action. If final action is later identified, the FAA might consider further rulemaking then.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Presentation of the Actual AD

The FAA is issuing this AD under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator.

2024-02-51 The Boeing Company: Project Identifier AD-2024-00021-T.

(a) Effective Date

This emergency AD is effective upon receipt.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 737-9 airplanes, certificated in any category, with a mid cabin door plug installed.

(d) Subject

Air Transport Association (ATA) of America Code 52, Doors.

(e) Unsafe Condition

This emergency AD was prompted by a report of an in-flight departure of a mid cabin door plug, which resulted in a rapid decompression of the airplane. The FAA is issuing this AD to address the potential in-flight loss of a mid cabin door plug, which could result in injury to passengers and crew, the door impacting the airplane, and/or loss of control of the airplane.

(f) Compliance

Comply with this emergency AD within the compliance times specified, unless already done.

(g) Inspection or Other Action

As of receipt of this emergency AD, further flight is prohibited until the airplane is inspected and all applicable corrective actions have been performed using a method approved by the Manager, AIR-520, Continued Operational Safety Branch, FAA.

(h) Special Flight Permits

Special flight permits, as described in 14 CFR 21.197 and 21.199, are allowed only for unpressurized flights.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, AIR-520, Continued Operational Safety Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the

certification office, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, AIR-520, Continued Operational Safety Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(j) Related Information

For further information about this AD, contact Michael Linegang, Manager, Operational Safety Branch, FAA; phone: 817-222-5390; email: OperationalSafety@faa.gov.

Issued on January 6, 2024.

Caitlin Locke, Director,
Compliance & Airworthiness Division,
Aircraft Certification Service.