**NOTICE**

**U.S. DEPARTMENT OF TRANSPORTATION**
FEDERAL AVIATION ADMINISTRATION

N 8900.94

National Policy

Effective Date:
10/14/09

Cancellation Date:
10/14/10

**SUBJ:** Special Emphasis: Industry Compliance with and Impact of B-737 (All Models) AD 2006-13-13 and AD 2008-23-07

**1. Purpose of This Notice.** This notice informs principal inspectors (PI) and associated aviation safety inspectors (ASI) of the requirements of Airworthiness Directives (AD) 2006-13-13, Boeing Model 737 Airplanes, and 2008-23-07, Boeing Model 737 Airplanes, regarding all B-737 models and associated with aircraft decompression events and of a need to ensure compliance by operators and flightcrews.

**2. Audience.** The primary audience for this notice is Flight Standards District Office (FSDO) and certificate management office (CMO) ASIs who are responsible for the surveillance of B-737 aircraft operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91 subparts F and K, 121, 125 or 135. The secondary audience includes Flight Standards branches and divisions in the regions and in headquarters.

**3. Where You Can Find This Notice.** Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at http://fsims.avs.faa.gov. Operators may find this information on the Federal Aviation Administration's (FAA) Web site at http://fsims.faa.gov.

**4. Background.** Due to an aircraft accident, the FAA issued AD 2006-13-13, which requires revision of the Emergency Procedures section of the Aircraft Flight Manual (AFM) for Models 737-100, -200, -200C, -300, -400, and -500 series airplanes, or the Non-Normal Procedures section for Models 737-600, -700, -700C, -800, and -900 series airplanes for cabin altitude and takeoff configuration warnings associated with an intermittent warning horn. Subsequent data gathering revealed a need for further FAA intervention to preclude possible recurrence of an accident. This intervention was the issuance of an emergency AD 2008-23-07. It requires revising the Limitations and Normal Procedures sections of the applicable Boeing 737 AFM to include a pre-departure briefing requirement. Each AD contains more in-depth information as necessary. Inspectors can access the ADs at the following Web site: http://rgl.faa.gov.

**5. Discussion.** Paragraph (g) of AD 2006-13-13 inserts a *Recall* procedure titled "WARNING HORN—CABIN ALTITUDE OR CONFIGURATION" for required action by the flightcrew whenever the intermittent warning horn sounds in flight. Paragraph (g) of AD 2008-23-07 inserts

minimum briefing information “CABIN ALTITUDE WARNING TAKEOFF BRIEFING” in accordance with a new limitation that, among other things, emphasizes the above *Recall* procedure. An alternative method of compliance (AMOC) letter issued to the Boeing Company allows operators to make a change to the *Recall* and non-normal procedures (and the associated briefing) by adding the words “and aircraft is above 10,000 feet MSL.”

**6. Action.** The B-737 Flight Standardization Board (FSB) and the Seattle Aircraft Certification Office (ACO) are gathering information as to the impact of these ADs as well as the compliance posture of the industry. To aid in this effort, inspectors should accomplish the following actions:

**a. AFM Revision.** Principal operations inspectors (POI) of B-737s operators should verify that the operator has revised each aircraft’s AFM or placed a copy of each AD into each aircraft’s AFM.

**b. Special Emphasis Item.** For the next three months, inspectors doing cockpit en route inspections on B-737s should verify that flightcrews are doing the briefings required by AD 2008-23-07. Inspectors should document the results of their observations in the Program Tracking and Reporting Subsystem (PTRS) or in the Air Transportation Oversight System (ATOS) in accordance with paragraph 7.

**7. Tracking.** Inspectors performing en route inspections (PTRS activity code 1624, 3629, or 5629) on B-737 aircraft should account for observation of compliance with the ADs or the AMOC by recording “AD2008-23-07” in the Form 8000-36 MISC field (there is no space after AD) and make any applicable comments using “A” in the Primary Area, Keyword “617” (Conformance—Regulations), Opinion Code U/P/I (as applicable), and any comment necessary. If the inspector is an ATOS-qualified inspector, they will complete a random cockpit en route inspection required by FAA Notice N 8900.81, Air Transportation Oversight System Random Inspections, enter “AD0823-07” in the National Use block, and add any value-added comment in the appropriate comment field.

**8. Disposition.** We will not incorporate this notice into FSIMS. Direct questions regarding this notice to Michael (Mike) Garrett, B-737 FSB Chairman, Seattle Aircraft Evaluation Group (SEA-AEG), at (425) 917-6621.

ORIGINAL SIGNED BY
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Director, Flight Standards Service


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