

## Airworthiness Directive

### ▶ Federal Register Information

#### ▼ Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Docket No. **89-NM-225**-AD; Amendment 39-6402; AD 89-25-02

Airworthiness Directives; BOEING Model 737-300 and -400 Series Airplanes  
**PDF Copy (If Available):**

#### ▼ Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective December 11, 1989.

#### ▼ Regulatory Information

**89-25-02 BOEING:** Amendment 39-6402. Docket No. **89-NM-225**-AD.

Applicability: Model 737-300 and -400 series airplanes, identified in Boeing Alert Service Bulletins 737-77A1026, Revision 2, dated October 27, 1989, and 737-77A1025, dated October 12, 1989, certificated in any category.

Compliance: Required within 60 days after the effective date of this AD, unless previously accomplished.

To reduce the risk of engine flameout during inadvertent airplane immersion into thunderstorm activity, accomplish the following:

A. For Model 737-300 series airplanes: Modify the engine idle circuitry in accordance

with Boeing Alert Service Bulletin 737-77A1026, Revision 2, dated October 27, 1989.

NOTE: This action is in addition to the actions required by AD 88-13-51 R1, Amendment 39-6088, for the Model 737-300 series airplanes.

B. For Model 737-400 series airplanes: Modify the engine idle circuitry in accordance with Boeing Alert Service Bulletin 737-77A1025, dated October 12, 1989.

C. An alternate means of compliance or adjustment of the compliance time, which provides an acceptable level of safety, may be used when approved by the Manager, Seattle Aircraft Certification Office, FAA, Northwest Mountain Region.

NOTE: The request should be forwarded through an FAA Principal Maintenance Inspector (PMI), who will either concur or comment, and then send it to the Manager, Seattle Aircraft Certification Office.

D. Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a base in order to comply with the requirements of this AD.

All persons affected by this directive who have not already received the appropriate service information from the manufacturer may obtain copies upon request to Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124. This information may be examined at the FAA, Northwest Mountain Region, Transport Airplane Directorate, 17900 Pacific Highway South, Seattle, Washington, or Seattle Aircraft Certification Office, 9010 East Marginal Way South, Seattle, Washington.

This amendment (39-6402, AD 89-25-02) becomes effective on December 11, 1989.

▼ **Footer Information**

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