



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety
Aircraft Certification Service

800 Independence Ave., S.W.
Washington, D.C. 20591

January 24, 2024

In Reply
Refer To: 522-24-00029

Mr. Edgar Vargas
Manager, Regulatory Administration & Certification
Boeing Commercial Airplanes
SoCal Design Center
4000 N Lakewood Blvd., MC D800-0054
Long Beach, CA 90808

Dear Mr. Vargas:

Subject: Approval of a Method of Compliance (MOC) to Airworthiness Directive (AD) 2024-02-51 for Boeing Model 737-9 airplanes with a mid-cabin door plug installed

References:

- (1) Boeing Letter RA-24-00074, dated January 8, 2024, with attachments
- (2) Federal Aviation Administration (FAA) Emergency AD 2024-02-51, dated January 6, 2024
- (3) Boeing Multi-Operator Message (MOM), MOM-MOM-24-0010-01B, dated January 8, 2024
- (4) Boeing Letter RA-24-00160, dated January 11, 2024, with attachments
- (5) Boeing Letter RA-24-00355, dated January 23, 2024, with attachments
- (6) Boeing MOM, MOM-MOM-24-0010-01B(R4) (Draft), dated January 23, 2024, 11:09 Pacific Standard Time, with references
- (7) Boeing MOM, MOM-MOM-24-0010-01B(R3) Temporary timestamp January 12, 2024, 18:37 Pacific Standard Time, with references

This FAA letter supersedes FAA letter 522-24-00014, dated January 8, 2024, in its entirety.

The FAA has received the referenced (5) letter requesting approval for the reference (6) MOM and prior MOM-MOM-24-0010-01B(R3), reference (7).

Your reference (5) letter requests the approval of the reference (6) MOM and prior reference (7) MOM with the supplemental inspections included in the reference (6) MOM. The FAA has reviewed your requests as a MOC to paragraph (g) of the reference (2) AD to provide specific inspection instructions and applicable corrective actions at each mid cabin exit door plug as required per paragraph (g) of the reference (2) AD. The reference (6) MOM includes inspection instructions for in-process or completed inspections using reference (7) MOM. For

airplanes inspected using reference (7) MOM, additional inspections are required in accordance with reference (6) MOM.

We reviewed your proposal and the substantiation data provided. We find that both of your proposals provide an acceptable level of safety and that the inspections and corrective actions will return the mid cabin exit door plug to type design as required per paragraph (g) of the reference (2) AD.

The manager of the Continued Operational Safety (COS) Branch approves the inspections and applicable corrective actions at each mid cabin door plug as a MOC with paragraph (g) of the reference (2) AD. A condition of this MOC is the reporting of inspection to Boeing. All provisions of the reference (2) AD that are not specifically referenced in this paragraph remain fully applicable and must be complied with accordingly. The FAA understands the draft reference (6) MOM will be published and the message date will be revised as part of the publication process, however all other provisions of the reference (6) MOM will remain unchanged.

The following conditions apply:

1. All provisions of the reference (2) AD that are not specifically referenced above remain fully applicable and must be complied with accordingly.
2. This approval is applicable only to the Boeing Model 737-9 airplanes listed in paragraph (c) of the reference (2) AD.
3. This FAA MOC is transferable with the airplane to an owner/operator who operates the aircraft under U.S. registry.
4. Before using this MOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local Flight Standards District Office/Certificate Holding District Office.
5. The preceding paragraph also applies to any applicable foreign-registered aircraft upon transfer of the aircraft to the U.S. registry if compliance with the MOC has not been accomplished.
6. This MOC only applies to the FAA AD listed above. The FAA does not have the authority to approve this as an MOC to any AD issued by another civil aviation authority (CAA). Approval of an MOC to another CAA's AD must come from that CAA.

If you have any questions regarding this correspondence, please contact Mr. Bill Ashforth, Senior Aerospace Engineer, by telephone at (206) 231-3520, or by email at bill.ashforth@faa.gov.

Sincerely,

John P. Piccola, Jr.
Aviation Safety
Director, Integrated Certification
Management Division
Aircraft Certification Service