

## **PAD 07-152 WITHDRAWAL STATEMENT**

EASA has withdrawn PAD 07-152 for the following reasons:

- The FAA has issued AD 2008-10-10, Amendment 39-15516, which becomes effective on 12 June 2008;
- Boeing published the referenced Maintenance Planning Data (MPD) Document for the 737-600, 737-700, 737-700C, 737-800, 737-900 and 737-900 series, D626A001-CMR, Section 9, Revised in March 2006 (which was the subject of PAD 07-152) and subsequently revised in May 2006, October 2006, November 2006, March 2007 and February 2008, including Temporary Revision 09-020 dated March 2008;
- Operators of the affected aircraft have been aware of these Fuel Airworthiness Limitations as published by Boeing and, in accordance with Regulation (EC) No 2042/2003 Part M.A.302 (f) and (g), are required to implement these into their aircraft maintenance programme as a result of the required annual review.

After careful consideration of the available data, EASA concurs with and endorses the technical content of the referenced FAA AD. The only difference between that AD and the EASA AD as originally proposed in PAD 07-152 would have been an earlier implementation date for the AWL data to be incorporated into the aircraft maintenance programme. As all operators of the affected aircraft currently registered in EU Member States and associated countries are required to have already accomplished the necessary work, there would be no safety benefit to issue a deviating EASA AD at this time.

Consequently, PAD 07-152 is hereby withdrawn and EASA has formally adopted the referenced FAA AD 2008-10-10, which will shortly be posted on the Agency website at [http://www.easa.europa.eu/home/ad\\_non\\_eu.html](http://www.easa.europa.eu/home/ad_non_eu.html), accordingly.

Signed in Cologne, 20 May 2008

Phil Blagden  
Manager, Section Large Aeroplanes  
EASA Certification Directorate