

(I) Boeing 737-300 Pemco Freighter/QC STC Conversion

I Additional Requirements and Special Conditions

For Aircraft converted with the PEMCO main deck cargo door approved in FAA STC SA2969SO using PEMCO document MDL 2373 rev G or earlier, the following additional requirements apply.

1.1 Structures

- 1.1.1 Compliance to CS 25.307, proof of strength, must be shown for the new modified and affected structure of the fuselage and door.
- 1.1.2 Compliance to CS 25.519, jacking, must be shown by the provision of adequate instructions for the maintenance manual.
- 1.1.3 Compliance to CS 25.571, damage tolerance, must be shown for the new, modified and affected structure of the fuselage and door.
- 1.1.4 Compliance to CS 25.605, fabrication methods, must be shown by the provision of adequate instructions for maintenance and inspection.
- 1.1.5 Compliance to CS 25.561 and 787, emergency landing condition and stowage compartments, must be shown to ensure correct application of the applicable inertias in both the passenger and cargo roles.

For existing converted aircraft compliance to the above may be accomplished by embodiment of PEMCO Service Bulletin SB737-52-0033. For new conversions of aircraft PEMCO MDL 2373 at rev H or later satisfies the above.

1.2 Systems

- 1.2.1 Compliance to CS 25.783 and 1309, doors and door system integrity, must be shown in respect of dormant failures within the main deck cargo door which could result in door opening in flight or pressurisation of the aircraft with the door not properly closed, latched and locked.

For existing converted aircraft compliance to the above may be accomplished by embodiment of PEMCO Service Bulletin SB737-29-0011. For new conversions of aircraft PEMCO MDL 2373 at rev K or later satisfies the above.