

Boeing 737 Series Aeroplanes

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**AIRWORTHINESS DIRECTIVE**

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For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B737/127 Amdt 1 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

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**AD/B737/127  
Amdt 2**

**Elevator Tab Push Rod Attachment**

**1/2001**

**Applicability:** Model 737-100, -200, -200C, -300, -400, and -500 series aircraft, line numbers 1 through 2939.

**Requirement:** Action in accordance with the technical requirements of FAA AD 2000-19-05 Amdt 39-11906.

*Note: Boeing Alert Service Bulletin 737-27A1205 and Service Letter 737-SL-27-118-D refer.*

**Compliance:** Within 24 months or 4,000 cycles after 25 January 2001, whichever occurs first.

This amendment becomes effective 25 January 2001.

**Background:** The FAA received two reports indicating that excessive high frequency airframe vibration occurred during flight on Model 737-200 and 737-300 series aircraft, which resulted in severe damage to the elevator, elevator tab, and elevator tab control mechanism. The actions specified in this Directive are intended to prevent detachment of an elevator tab pushrod due to a detached nut at either end attachment of a push rod.

Amendment 1 added a requirement to replace all existing bolts and attachment nuts at the forward and aft end attachment of each elevator tab push rod with new bolts and self-locking castellated nuts with cotter pins.

Amendment 2 is issued in response to a correction of the Requirement document which changes the compliance calendar time from 12 months to 24 months.

**COMMONWEALTH OF AUSTRALIA**  
**CIVIL AVIATION SAFETY AUTHORITY**  
**SCHEDULE OF AIRWORTHINESS DIRECTIVES**

*(Civil Aviation Regulations 1998), PART 39 - 105*

Amendment 1 of this Airworthiness Directive became effective on 28 December 2000.

The original issue of this Airworthiness Directive became effective on 20 May 1999.



David Alan Villiers  
Delegate of the Civil Aviation Safety Authority

6 December 2000