
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B737/137 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.

Boeing 737 Series Aeroplanes

**AD/B737/137
Amdt 1**

LE Slat Actuator Rod End

4/2003

Applicability: Model 737-300, -400, and -500 series aircraft, line numbers 1001 through 3132.

Requirement: Action in accordance with the technical requirements of FAA AD 2003-03-05 Amdt 39-13029

Note: Boeing Service Bulletins 737-27A1211, 737-27A1211 Revision 1, 737-27A1211 Revision 2, and 737-27A1243 refer.

Compliance: As specified in the Requirement document, with a revised effective date of 17 April 2003.

This Amendment becomes effective on 17 April 2003.

Background: The FAA received reports of fractured rods on leading edge slat actuators. Investigation revealed the rod ends fractured as a result of fatigue cracking. Fractured leading edge slat actuator rod ends could result in uncontrolled deployment of the slat and consequent reduced controllability of the aircraft.

Amendment 1 is issued in response to a new FAA AD which was prompted by reports indicating that vibro-engraving was found on new rod ends during installation. Such part markings create stress risers that reduce the fatigue life of the rod ends.

The original issue of this Airworthiness Directive became effective on 23 March 2000.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

28 February 2003