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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/B737/153 and issues the following AD under subregulation 39.1 (1) of CASR 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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### Boeing 737 Series Aeroplanes

**AD/B737/153  
Amdt 1**

**Elevator Tab Control Rod Jam Nut**

**13/2003**

**Applicability:** Boeing 737-600, -700, and -800 series aircraft, line numbers 1 through 788 inclusive, 790 through 814 inclusive, 816, 819, 821 and 823.

**Requirement:** Action in accordance with the requirements of FAA AD 2001-09-51.

*Note 1: Boeing Alert Service Bulletin 737-27A1245, dated 23 April 2001 refers. While this Alert Service Bulletin does not specify that Model 737-700C series aircraft are subject to the actions in the Alert Service Bulletin, the list of affected line numbers in the applicability of this AD includes the line numbers of certain 737-700C series aircraft.*

**Compliance:** As specified in the requirement document, with a revised effective date of 30 April 2001. The initial inspection is to be carried out within 10 days after 30 April 2001.

Compliance with AD/B737/210 (FAA AD 2003-03-22) constitutes terminating action for the requirements of this Directive.

The compliance times remain unchanged by this issue

This Amendment becomes effective on 25 December 2003.

**Background:** The FAA received reports that operators had found problems with the elevator tab control rods on certain model 737-700 and -800 series aircraft. One operator found that jam nuts had been installed improperly, and others found damage attributed to inadequately torqued jam nuts. Damage to the tab control rod could cause flutter of the tab, and subsequent loss of controllability of the aircraft.

As 737-600 and -700C aircraft have the same elevator tab control rods as the 737-700 and -800 aircraft, -600 and -700C models may be subject to the same unsafe condition suffered by -700 and -800 models.

**Boeing 737 Series Aeroplanes**

AD/B737/153 Amdt 1 (continued)

Amendment 1 is issued to introduce terminating action for the requirements of this Directive.

The original issue of this Airworthiness Directive became effective on 30 April 2001.



David Villiers  
Delegate of the Civil Aviation Safety Authority

13 November 2003