
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B737/154 Amdt 1 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.

Boeing 737 Series Aeroplanes

**AD/B737/154
Amdt 2**

Elevator Tab

13/2003

Applicability: All Model 737-600, -700, -800, and -700C series aircraft, with line numbers up to and including line number 1174.

Note 1: The FAA has approved an alternate method of compliance to the inspection and repair requirements of paragraphs (a), (b), (c), and (d) of FAA AD 2001-08-09 for aircraft line numbers 1175 and subsequent (refer FAA Letter 120S-02-671).

Requirement: Action in accordance with the technical requirements of FAA AD 2001-08-09 Amdt 39-12186.

Note 2: Boeing Alert Service Bulletin 737-55A1072 Revision 1 refers.

Compliance: As specified in the Requirement document for the initial and repetitive inspection requirements, with a revised effective date of 9 May 2001. Compliance with AD/B737/210 (FAA AD 2003-03-22) constitutes terminating action for the requirements of this Directive.

The compliance time remains unchanged by this issue.

This Amendment becomes effective on 25 December 2003.

Background: The FAA received numerous reports of excessive in-flight vibrations of the elevator tab on Model 737-600, -700, and -800 series aircraft. Elevator tab vibrations can result from wear to the elevator tab hinges and components of the elevator tab control system. Increased exposure to spoiler buffeting can cause premature wear to the elevator tab components and such wear can lead to loss of the elevator tab and reduced controllability of the aircraft.

Amendment 1 was issued in response to the approval of the FAA of an alternate method of compliance for aircraft with the elevator and tab redesign, which was implemented on the production line at Line Number 1175.

Amendment 2 is issued to introduce terminating action for the requirements of this Directive.

Boeing 737 Series Aeroplanes

AD/B737/154 Amdt 2 (continued)

Amendment 1 of this Airworthiness Directive became effective on 31 October 2002.

The original issue of this Airworthiness Directive became effective on 9 May 2002.



David Villiers
Delegate of the Civil Aviation Safety Authority

13 November 2003