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## AIRWORTHINESS DIRECTIVE

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On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/B737/175 and issues the following AD under subregulation 39.001(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/B737/175  
Amdt 1**

**Elevator Tab - 2**

**8/2006**

**Applicability:** Model 737-100, -200, -200C, -300, -400, and -500 series aircraft, with line numbers 1 through 3132.

**Requirement:** Action in accordance with the technical requirements of FAA AD 2006-12-23 Amdt 39-14649.

*Note: Boeing Alert Service Bulletins 737-55A1070 Revision 1, including appendices A, B, and C, and 737-55A1070 Revision 2, or a later FAA approved revision, refer.*

**Compliance:** As specified in the Requirement document, with a revised effective date of 3 August 2006.

This Amendment becomes effective on 3 August 2006.

**Background:** Numerous reports of elevator tab vibration were received by the manufacturer. In one case, the vibration level increased until it was reported as severe, and resulted in losing the inboard end of the elevator tab. Considerable damage was done to the tab, elevator, and horizontal stabiliser. This Directive requires initial and repetitive inspections of the elevator tab assembly to detect any damage or discrepancy.

Amendment 1 is issued in response to a new FAA AD, which was prompted by additional reports of airframe vibrations of the elevator tab during flight on aircraft inspected in accordance with the original requirements of this directive. Considerable damage was done to the elevator, tab, and horizontal stabiliser. Amendment 1 adds new inspections and removes some existing inspections.



David Villiers  
Delegate of the Civil Aviation Safety Authority

22 June 2006