
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (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/B737/182

Elevator PCU Retention Bracket

6/2002

Applicability: Model 737-600, -700, -700C, and -800 series aircraft; as listed in Boeing Alert Service Bulletin 737-27A1234, Revision 1, dated 10 August 2000.

Requirement: Do the following in accordance with Boeing Alert Service Bulletin (SB) 737-27A1234, or SB 737-27A1234 Revision 1:

- a. Measure the clearance between a certain retention bracket for the elevator power control unit and a quadrant on the inboard side of the right elevator power control unit. If clearance is less than 0.10 inch, before further flight, accomplish rework in accordance with the Requirement document.
- b. Perform a one-time general visual inspection for loose fasteners or brackets in certain retention bracket assemblies for the left and right elevator power control units. If any loose fastener or bracket is found, before further flight, torque affected fasteners in accordance with the Requirement document.

Note: FAA AD 2002-06-03 Amdt 39-12679 refers.

Compliance: Within 10 days after the effective date of this Directive, unless already accomplished.

This Airworthiness Directive becomes effective on 13 June 2002.

Background: The FAA received reports of loose fasteners in certain retention bracket assemblies for the left and right elevator power control units. Such loose fasteners could separate from the bracket and interfere with adjacent systems, including the elevator flight controls. A loose bracket could also cause such interference. Also, inadequate clearance has been found between a retention bracket and quadrant of an elevator power control unit.



Steven John Swift
Delegate of the Civil Aviation Safety Authority

29 April 2002