
AIRWORTHINESS DIRECTIVE

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/B737/185 Amdt 1 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.

Boeing 737 Series Aeroplanes

**AD/B737/185
Amdt 2**

Airframe Limit Cycle Oscillation

5/2005

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

Note 1: The FAA has approved an alternate method of compliance to the cleaning, modification, and AFM requirements of paragraphs (a) through (h) of FAA AD 2002-08-20 for line numbers 1175 and subsequent (refer FAA Letter 120S-02-683).

Requirement: Action in accordance with the technical requirements of FAA AD 2002-08-20 Amdt 39-12732.

The technical requirements of the Requirement document include revisions of the Limitations and Non-Normal Procedures sections of the Aircraft Flight Manual, and may be accomplished by inserting a copy of FAA AD 2002-08-20 into the specified Aircraft Flight Manual sections.

Note 2: Boeing Alert Service Bulletin 737-55A1084 and Service Letter 737-SL-12-017 refer.

Compliance: As specified in the Requirement document, with a revised effective date of 5 June 2002.

Compliance with paragraph (b) of FAA AD 2003-03-22 Amdt 39-13047 (CASA AD/B737/210 Amdt 1) is terminating action for this Airworthiness Directive.

The compliance time remains unchanged by this issue.

This Amendment becomes effective on 12 May 2005.

Background: The FAA received reports of numerous incidents of severe airframe vibration, or limit cycle oscillation (LCO), in flight after the horizontal stabiliser had been de-iced/anti-iced on the ground. These events have been attributed to the accumulation of deicing/anti-icing fluid or other residue in the elevator balance panel cavities and on the external surfaces of the elevator tab. Fluid or residue accumulated in the balance bays, or foreign substances accumulated on the external surfaces of the elevator tab, in combination with normally recommended maximum operating airspeeds, can initiate LCO or flutter and result in loss of controllability of the aircraft.

Boeing 737 Series Aeroplanes

AD/B737/185 Amdt 2 (continued)

Amendment 1 was issued in response to the approval by 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 identify that compliance with paragraph (b) of FAA AD 2003-03-33 (CASA AD/B737/210 Amdt 1) is considered terminating action for this Airworthiness Directive.

The original issue of this Airworthiness Directive became effective on 5 June 2002.



David Villiers
Delegate of the Civil Aviation Safety Authority

31 March 2005