
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/B737/196 **Elevator Power Control Unit Input Rods** **11/2002**

Applicability: Model 737-600, -700, and -800 series aircraft, line numbers 1 through 477.

Requirement: Action in accordance with the technical requirements of FAA AD 2000-07-09 Amdt 39-11663.

Note: Boeing Telegraphic Service Letter 737-SL-27-150 refers.

Compliance: As specified in the Requirement document, with a revised effective date of 31 October 2002.

This Airworthiness Directive becomes effective on 31 October 2002.

Background: The FAA received reports of loose nuts on the bolts that connect the lower input crank arm and the vernier adjustment input rod of the elevator power control unit (PCU). Loose nuts on the bolts of the input crank arms of the elevator PCU could result in loss of the bolts and consequent loss of control of the aircraft during takeoff and landing.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

12 September 2002