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**AIRWORTHINESS DIRECTIVE**

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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 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/B737/219****Rudder Front Spar Flange Bolts****2/2004**

**Applicability:** All Model 737-100, -200, -200C, -300, -400, and -500 series aircraft.

**Requirement:** Inspect in accordance with the technical requirements of FAA AD 2003-26-01 Amdt 39-13397.

For any aluminium/fibreglass rudder assembly having an identification plate indicating a graphite assembly, or for any graphite assembly having an identification plate indicating an aluminium assembly, and the alert service bulletin specifies to contact Boeing for appropriate action: Before further flight, contact the Manager, Seattle ACO, FAA; or a Boeing Designated Engineering Representative who has been authorised by the Manager, Seattle ACO, to make such findings.

*Note: Boeing Alert Service Bulletin 737-55A1087 refers.*

**Compliance:** As specified in the Requirement document, with a revised effective date of 19 February 2004.

This Airworthiness Directive becomes effective on 19 February 2004.

**Background:** The manufacturer advised the FAA of two reports of loose bolts common to the flange of the rudder front spar and main thrust hinge and actuator assembly, as well as auxiliary actuator support fitting, on Model 737 series aircraft. No additional damage was reported in the first case. In the second case, the holes common to the flange of the rudder front spar had become elongated. A further nine reports of loose flange bolts have been received. Such loose bolts could cause the rudder actuator to separate from the rudder during certain flight conditions, and could result in loss of rudder control and consequent loss of control of the aircraft.



David Villiers  
Delegate of the Civil Aviation Safety Authority

8 January 2004