
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 39.001(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/B737/292 Elevator Rear Spar Web at Tab Hinge Bracket 9/2006

Applicability: Model 737-100, -200, and -200C series aircraft; as identified in Boeing Alert Service Bulletin 737-55A1078, dated 27 October 2005, or later FAA approved revision.

Requirement: Action in accordance with the technical requirements of FAA AD 2006-14-07 Amdt 39-14678.

Compliance: As specified in the Requirement document, with a revised effective date of 31 August 2006.

This Airworthiness Directive becomes effective on 31 August 2006.

Background: The FAA received reports of cracks in the elevator rear spar web at the tab hinge bracket locations. The actions required by this Directive are intended to detect and correct cracking, corrosion, interlaminar corrosion, delamination, and disbonding of the elevator rear spar, which may reduce elevator stiffness and lead to in-flight vibration. In-flight vibration may lead to elevator and horizontal stabiliser damage and reduced controllability of the aircraft.



David Villiers
Delegate of the Civil Aviation Safety Authority

21 July 2006