

---

## 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/B737/339 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/B737/339  
Amdt 1**

**Elevator Tab Pushrod Ends**

**21/2009**

**Applicability:** Model 737-600, -700, -700C, -800, -900, and -900ER series aeroplanes, line numbers 1 through 2196 inclusive.

**Requirement:**

1. Replace the pushrods for the left and right elevator tab control mechanisms with new, improved pushrods by doing all the actions in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-27-1284, dated 28 November 2007, or later FAA approved revision.
2. Do not install a pushrod assembly, part number 65-45166-24, on any aeroplane.

*Note: FAA AD 2008-16-13 Amdt 39-15631 dated 23 July 2008 refers.*

**Compliance:** For Requirement 1 - At the time specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 737-27-1284; except, where the service bulletin specifies a compliance time after the date on the service bulletin, this AD requires compliance within the specified compliance time after the original effective date of this AD.

For Requirement 2 - From the original effective date of this AD.

This Amendment becomes effective on 13 October 2009.

**Background:** This AD results from a report of a rod end fracture on a rudder power control unit (PCU) control rod, which is similar to the ones used for the elevator tab pushrods. Analysis revealed that the fractured rod end had an incorrect hardness, which had probably occurred during the manufacture of the control rod. The issuing of this AD is intended to prevent fracture of the elevator tab pushrod ends, which could result in excessive in-flight vibrations of the elevator tab, possible loss of the elevator tab, and consequent loss of controllability of the aeroplane.

**Boeing 737 Series Aeroplanes**

AD/B737/339 Amdt 1 (continued)

Amendment 1 is issued to allow the use of a later FAA approved Boeing Special Attention Service Bulletin, as an alternate method of compliance.

The original issue of this AD became effective on 25 September 2008.

A handwritten signature in black ink, appearing to read 'William David', is positioned above the printed name and title.

William David  
Delegate of the Civil Aviation Safety Authority

9 October 2009