SAFETY INFORMATION 01/2024

4 January 2024

POTENTIAL LOOSE OR MISSING FASTENER ON BOEING 737-8 (MAX) RUDDER CONTROL SYSTEM

1 Purpose

1.1 This Safety Information (SI) is published in response to Boeing's Multi-Operator Message (MOM) as well as to alert all Malaysian-based airlines and operators operating the Boeing 737-8 (MAX) urging them to inspect specific tie rods that control rudder movement for possible loose hardware.

2 Background

2.1 An urgent advisory has been issued by the Boeing Company for all Boeing 737 MAX aircraft worldwide following the discovery where an international operator detected a bolt with a missing nut while performing routine maintenance on a mechanism in the rudder-control linkage of the aircraft. In addition to this, the Boeing Company has also inspected several aircraft in production and found one additional aft rudder quadrant output rod with an under torqued (hand tight) fastener.

2.2 The fastener plays a significant role in ensuring proper functioning of the rudder control system. A disconnect between the aft quadrant output rod and the rudder feel and centering unit will result in loss of positive feel and centering in both the Captain and First Officer's rudder pedals. The rudder will no longer respond to the pilot pedal inputs and will center relative to the current rudder trim neutral position. However, rudder trim control and yaw damping will be available and function normally.

2.3 As a precautionary measure, the Boeing Company has issued an alert notification for airlines and operators to conduct a one-time inspection on their 737 MAX fleets. Both the Boeing Company and the U.S. Federal Aviation Administration (FAA) are closely monitoring the outcome of the inspections and conduct review on the safety impact to determine if additional action is required.

3 Recommended Actions

3.1 Malaysian-based airlines and operators who operate the Boeing 737-8 (MAX) aircraft are requested to:

a) Conduct inspections for a potential loose or missing fastener in the rudder control system as per Boeing's recommendations in its Multi-Operator Message ref. **BOEING MOM-MOM-23-0993-01B;**

b) Plan and schedule their Boeing 737 MAX fleet to ensure that the inspection is done no later than **10 January 2024** as recommended by the Boeing Company.

c) Report the inspection findings to the Civil Aviation Authority of Malaysia (CAAM) via the organisation's assigned Primary Inspector and also via CAAM Aviation Reporting System (CAReS). Notification should also be made to the Boeing Company.

d) Any queries or requests for further guidance as a result of this SI should be addressed to the organisation's Primary Inspector.

4 Conclusion

4.1 CAAM will closely monitor the situation and determine if additional action is required as new information becomes available.

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