

 <p><b>IRISH AVIATION AUTHORITY</b>  <small>UDARAS EITLÍOCHTA NA hÉIREANN</small>  OPERATING STANDARDS  DEPARTMENT</p>	<p><b>OPERATIONS  ADVISORY  MEMORANDUM (OAM)</b></p>	<p><b>OAM.</b>  No: 016/01  Issued: 06/09/01.</p>
<p><b>Title</b></p>	<p><b>BOEING 737 RUDDER MALFUNCTION TRAINING</b></p>	

As a result of an accident to a US Air Boeing 737-300 at Pittsburgh International Airport on 8 September 1994, the US National Transportation Safety Board issued a number of safety recommendations including A-99-25 and A-99-26. In response to recommendation A-99-25 the Federal Aviation Administration (FAA) issued Joint Flight Standards Information Bulletin 00-16A which required operators to provide their crews with initial and recurrent flight simulator training in uncommanded yaw or roll and jammed or restricted rudder procedures.

Boeing have subsequently amended the Operating Manual and QRH procedures to give guidance to crews in the event of one of these failures. Operators must ensure that all crews have received training in these procedures and that recurrent training is given within the three year recurrent training cycle.

In response to Safety Recommendation A-99-26 the FAA issued Airworthiness Directive (AD) 97-14-03 which required installation of a newly designed rudder limiting device and yaw damper system. Recommendation A-99-26 also required Boeing to update its 737 simulator package to reflect flight test data on crossover airspeed and also required all operators of 737s to incorporate these changes in their simulators.

The IAA is considering the mandatory fitment of this package to simulators, but in the meantime, all operators are strongly advised to ensure that simulators used for initial and recurrent training have this package included.

**IRISH AVIATION AUTHORITY  
SAFETY REGULATION DIVISION**

