

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-005/2000

Datum vydání: 18. ledna 2000

LETADLO - UCHYCENÍ MOTORU - KONTROLA/VÝMĚNA

Týká se: letadel Boeing 737-100, -200 a -200C, certifikovaných v kterékoliv kategorii.

Datum účinnosti: 24. února 2000

Provést v termínech: Jak je popsáno v FAA AD 99-26-07 (příloha tohoto PZZ).

Postup provedení prací: Dle FAA AD 99-26-07.

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. Toman. Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě FAA AD 99-26-07, který nahrazuje FAA AD 91-09-14 R1.

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Ředitel technického inspektorátu
Úřad pro civilní letectví

99-26-07 BOEING: Amendment 39-11466. Docket 98-NM-189-AD. Supersedes AD 91-09-14 R1, Amendment 39-8876. Issued December 9, 1999.

Applicability: All Model 737-100, -200, and -200C airplanes, certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the secondary support to sustain engine loads in the event of failure of the aft engine mount cone bolt, which could result in the separation of the engine from the wing, accomplish the following:

RESTATEMENT OF REQUIREMENTS OF AD 91-09-14, AMENDMENT 39-6972

Repetitive Inspections and Replacement, If Necessary

(a) Within the next 45 landings after May 20, 1991 (the effective date of AD 91-09-14, amendment 39-6972), accomplish the following:

(1) Inspect the aft mount cone bolt indicator for proper alignment. Improper alignment indicates a broken aft cone bolt. Broken cone bolts must be replaced, prior to further flight, with bolts that have been inspected in accordance with Boeing Alert Service Bulletin 737-71A1212, dated December 22, 1987, using magnetic particle inspection techniques. Repeat the inspection of the indicator at intervals thereafter not to exceed 45 landings.

(2) Unless previously accomplished within the last 255 landings, inspect the aft mount cone bolt improved secondary support for missing nuts, evidence of bolt wear, and disbonded honeycomb core; in accordance with Boeing Service Bulletin 737-71-1250, dated June 14, 1990. Except as provided in paragraph (b) of this AD, missing nuts, bolts worn outside the limits specified in the service bulletin, or disbonded honeycomb core must be replaced, prior to further flight, with new or repaired identical parts. Repeat the inspection at intervals not to exceed 300 landings.

Follow-On Inspections, Replacement, and Torque Check

(b) Perform the following inspections if discrepant hardware is found during the inspections required by paragraph (a)(2) of this AD, and replacement hardware is not immediately available:

(1) Prior to further flight, and thereafter at intervals not to exceed 300 landings, inspect for cracks in the aft engine mount cone bolt, in accordance with Boeing Alert Service Bulletin 737-71A1212, dated December 22, 1987, using ultrasonic inspection techniques. Replace cracked cone bolts, prior to further flight, with bolts that have been inspected in accordance with the service bulletin, using magnetic particle inspection techniques. Replacement (newly installed) cone bolts must be ultrasonically inspected for internal cracking in accordance with the provisions of this paragraph at intervals not to exceed 300 landings.

(2) At the next ultrasonic inspection, as required by paragraph (b)(1) of this AD, unless previously accomplished within 150 to 300 landings after cone bolt installation, accomplish a torque check to verify that the cone bolt is torqued to the proper torque limit specified in the appropriate Boeing maintenance manual. This check is to be accomplished without loosening the bolt. After each cone bolt installation, accomplish the torque check procedure required by this paragraph between 150 landings and 300 landings following installation. Replacement of discrepant hardware in accordance with paragraph (a)(2) of this AD constitutes terminating action for the requirements of this paragraph.

(i) If the cone bolt torque is below one-half the specified torque, prior to further flight, remove the cone bolt and replace it with a serviceable bolt.

(ii) If the cone bolt torque is equal to, or above one-half the specified torque, but below the specified torque, re-torque to the specified level and re-check the torque within the next 150 to 300 landings. If, at that time, the torque is below 90 percent of the specified torque, replace the cone bolt with a serviceable bolt.

NEW ACTIONS REQUIRED BY THIS AD

Replacement

(c) At the next scheduled engine removal, or within 8,000 flight hours after the effective date of this AD, whichever occurs first, replace the secondary support of the aft engine mount with a new, improved secondary support, Kit Number 65C37057-1; in accordance with Boeing Service Bulletin 737-71-1289, dated August 19, 1993; as revised by Notices of Status Change 737-71-1289 NSC 1, dated September 2, 1993, 737-71-1289 NSC 2, dated January 26, 1995, and 737-71-1289 NSC 03, dated October 3, 1996. Accomplishment of such replacement constitutes terminating action for the repetitive inspection requirements of paragraphs (a)(2) and (b)(1) of this AD, and for the torque check requirement of paragraph (b)(2) of this AD.

Optional Installation

(d) Installation of Nordam hush kits modified in accordance with the following Supplemental Type Certificate is considered acceptable for compliance with the requirements of paragraphs (a)(2), (b), and (c) of this AD, but are not considered acceptable for compliance with the requirements of paragraph (a)(1) of this AD.

- SA5730NM, issued on June 26, 1992 and amended on October 2, 1992; or
- ST00131SE, issued on November 8, 1994, and amended on January 26, 1995, May 13, 1996, September 13, 1996, and February 20, 1997.

Alternative Methods of Compliance

(e)(1) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(e)(2) Alternative methods of compliance, approved previously in accordance with AD 91-09-14 R1, amendment 39-8876, are approved as alternative methods of compliance with the requirements of this AD, except for the requirements of paragraph (a)(1) of this AD.

Special Flight Permits

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and

21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(g) The inspection required by paragraph (a)(2) of this AD shall be done in accordance with Boeing Service Bulletin 737-71-1250, dated June 14, 1990. The inspection required by paragraph (b)(1) of this AD shall be done in accordance with Boeing Alert Service Bulletin 737-71A1212, dated December 22, 1987. The replacement required by paragraph (c) of this AD shall be done in accordance with Boeing Service Bulletin 737-71-1289, dated August 19, 1993, as revised by Notice of Status Change 737-71-1289 NSC 1, dated September 2, 1993, Notice of Status Change 737-71-1289 NSC 2, dated January 26, 1995, and Notice of Status Change 737-71-1289 NSC 03, dated October 3, 1996.

(1) The incorporation by reference of Boeing Service Bulletin 737-71-1250, dated June 14, 1990; and Boeing Alert Service Bulletin 737-71A1212, dated December 22, 1987, Boeing Service Bulletin Notice of Status Change 737-71-1289 NSC 1, dated September 2, 1993, Boeing Service Bulletin Notice of Status Change 737-71-1289 NSC 2, dated January 26, 1995, and Boeing Service Bulletin Notice of Status Change 737-71-1289 NSC 03, dated October 3, 1996; is approved by the director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Boeing Service Bulletin 737-71-1289, dated August 19, 1993, as listed in the regulations, was approved previously by the Director of the Federal Register as of May 18, 1994 (59 FR 18294, April 18, 1994).

(3) Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on January 24, 2000.

FOR FURTHER INFORMATION CONTACT:

Greg Schneider, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2028; fax (425) 227-1181.