



ÚŘAD PRO CIVILNÍ LETECTVÍ
ČESKÁ REPUBLIKA
Sekce technická

letišťe Ruzyně, 160 08 Praha 6
tel: 233320922, fax: 220562270

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-008/2004

Datum vydání: 14. ledna 2004

BOEING

737-600, -700, -800

LETOUN - VÝMĚNA KONEKTORŮ (ATA 23)

Týká se: letadel Boeing 737-600, -700 a -800, vyjmenovaných v Boeing Service Bulletin 737-23A1169, Revize 2, včetně dodatků A a B, vydaném 21. června 2001; letadel Boeing 757-200, vyjmenovaných v Boeing Alert Service Bulletin 757-23A0060, Revize 1, včetně dodatků A a B, vydaném 11. ledna 2001; a letadel Boeing 757-300, vyjmenovaných v Boeing Alert Service Bulletin 757-23A0061, Revize 1, včetně dodatků A a B, vydaném 11. ledna 2001; certifikovaných v kterékoliv kategorii.

Datum účinnosti: 19. února 2004

Provést v termínech:

Jak je popsáno v FAA AD 2003-26-12, od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle FAA AD 2003-26-12 (příloha tohoto PZZ).

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do letadlové knihy.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická - Ing. Toman.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.
- Tento PZZ byl vypracován na základě FAA AD 2003-26-12.

Ing. Pavel MATOUŠEK
ředitel

2003-26-12 Boeing: Amendment 39-13411. Docket 2001-NM-374-AD.

Applicability: Model 737-600, -700, and -800 series airplanes, as listed in Boeing Service Bulletin 737-23A1169, Revision 2, including Appendices A and B, dated June 21, 2001; Model 757-200 series airplanes, as listed in Boeing Alert Service Bulletin 757- 23A0060, Revision 1, including Appendices A and B, dated January 11, 2001; and Model 757-300 series airplanes, as listed in Boeing Alert Service Bulletin 757-23A0061, Revision 1, including Appendices A and B, dated January 11, 2001; 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 (d) 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 a short circuit in a video distribution unit (VDU) connector and consequent arcing and damage to wiring within the connector, which could result in damage to adjacent systems or structure and possible smoke or fire in the airplane cabin, accomplish the following:

Model 737-600, -700, and -800 Series Airplanes: Inspections and Follow- On Actions

(a) For Model 737-600, -700, and -800 series airplanes: Within 18 months after the effective date of this AD, replace existing VDU connectors with new, improved connectors, and install a drip loop in the wiring at the new VDU connectors, per Part 2 of the Accomplishment Instructions of Boeing Service Bulletin 737-23A1169, Revision 2, including Appendices A and B, dated June 21, 2001.

Model 757-200 and -300 Series Airplanes: Inspections and Follow-on Actions

(b) For Model 757-200 and -300 series airplanes: Within 18 months after the effective date of this AD, replace existing VDU connectors with new, improved connectors, or with new wire assemblies (jumpers), as applicable, per Part 2 of the Accomplishment Instructions of Boeing Alert Service Bulletin 757- 23A0060, Revision 1, including Appendices A and B, dated January 11, 2001 (for Model 757-200 series airplanes); or Boeing Alert Service Bulletin 757-23A0061, Revision 1, including Appendices A and B, dated January 11, 2001 (for Model 757-300 series airplanes); as applicable.

Part Installation

(c) As of the effective date of this AD, no person shall install a VDU connector, part number CAMA11W1P, on any airplane.

Alternative Methods of Compliance

(d) 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. 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.

Special Flight Permits

(e) Special flight permits may be issued in accordance with §§ 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

(f) The actions shall be done in accordance with Boeing Service Bulletin 737-23A1169, Revision 2, including Appendices A and B, dated June 21, 2001; Boeing Alert Service Bulletin 757-23A0060, Revision 1, including Appendices A and B, dated January 11, 2001; or Boeing Alert Service Bulletin 757-23A0061, Revision 1, including Appendices A and B, dated January 11, 2001; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. 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.

Effective Date

(g) This amendment becomes effective on February 11, 2004.

▼ Footer Information

Issued in Renton, Washington, on December 23, 2003.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate,

Aircraft Certification Service.

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