

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**CAA-AD-017/2000**

Datum vydání: 04. února 2000

## LETADLO - HYDRAULICKÝ SYSTÉM - KONTROLA

**Týká se:** letadel Boeing 737-300, -400 a -500 uvedených v Boeing Alert Service Bulletin 737-29A1076 R1, který byl vydán 21. října 1999 a letadel Boeing 737-600, -700 a -800 uvedených v Boeing Alert Service Bulletin 737-29A1077 R1, který byl vydán 21. října 1999, certifikovaných v kterékoli kategorii.

**Datum účinnosti:** 23. března 2000

**Provést v termínech:** Jak je popsáno v FAA AD 99-26-21 (příloha tohoto PZZ).

**Postup provedení prací:** Dle FAA AD 99-26-21.

Poznámky: Provedení tohoto PZZ musí být zapsáno do motorové 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 99-26-21.

**Ing. Pavel MATOUŠEK**  
**Ředitel technického inspektorátu**  
**Úřad pro civilní letectví**

**99-26-21 BOEING:** Amendment 39-11480. Docket 99-NM-342-AD.

Applicability: Model 737-300, -400, and -500 series airplanes, as listed in Boeing Alert Service Bulletin 737-29A1076, Revision 1, dated October 21, 1999; and Model 737-600, -700, and -800 series airplanes, as listed in Boeing Alert Service Bulletin 737-29A1077, Revision 1, dated October 21, 1999; 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) 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 electrical arcing due to chafing between certain hydraulic hoses and adjacent wire bundles, which could result in a consequent increased risk of fire; accomplish the following:

### **Actions for Model 737-300, -400, and -500 Series Airplanes**

(a) For certain Model 737-300, -400, and -500 series airplanes on which the actions specified by Boeing Alert Service Bulletin 737-29A1076, dated April 2, 1998, have not been

accomplished: Within 90 days after the effective date of this AD, perform a one-time detailed visual inspection of wire bundle W0334 and the hydraulic case drain and pressure hoses for the electric motor driven pump (EMDP) for hydraulic system "B" to detect any discrepancy (e.g., damage or chafing of wire bundle W0334 and the hydraulic case drain and pressure hoses, and incorrect separation between those components), in accordance with Part 1 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-29A1076, Revision 1, dated October 21, 1999.

(1) If no discrepancy is found, no further action is required by this paragraph.

(2) If any discrepancy is found, prior to further flight, perform corrective actions in accordance with Part 1 of the Accomplishment Instructions of the alert service bulletin.

NOTE 2: For the purposes of this AD, a detailed visual inspection is defined as: "An intensive examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate by the inspector. Inspection aids such as mirrors, magnifying lenses, etc. may be used. Surface cleaning and elaborate access procedures may be required."

(b) For certain Model 737-300, -400, and -500 series airplanes on which the actions specified by Boeing Alert Service Bulletin 737-29A1076, dated April 2, 1998, have been accomplished: Within 90 days after the effective date of this AD, perform a one-time detailed visual inspection of wire bundle W0334 and the hydraulic case drain and pressure hoses for the EMDP for hydraulic system "B" to detect any discrepancy (e.g., damage or chafing of wire bundle W0334 and the hydraulic case drain and pressure hoses; and incorrect separation between those components), in accordance with Part 2 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-29A1076, Revision 1, dated October 21, 1999.

(1) If no discrepancy is found, no further action is required by this paragraph.

(2) If any discrepancy is found, prior to further flight, perform corrective actions in accordance with Part 2 of the Accomplishment Instructions of the alert service bulletin.

### **Actions for Model 737-600, -700, and -800 Series Airplanes**

(c) For certain Model 737-600, -700, and -800 series airplanes on which the actions specified by Boeing Alert Service Bulletin 737-29A1077, dated March 4, 1999, have not been accomplished: Within 90 days after the effective date of this AD, perform a one-time detailed visual inspection of wire bundle W5230 and the hydraulic case drain and pressure hoses for the EMDP for hydraulic system "B" to detect any discrepancy (e.g., damage or chafing of the W5230 wire bundle and the hydraulic case drain and pressure hoses; and incorrect separation between those components) in accordance with Part 1 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-29A1077, Revision 1, dated October 21, 1999.

(1) If no discrepancy is found, no further action is required by this paragraph.

(2) If any discrepancy is found, prior to further flight, perform corrective actions in accordance with Part 1 of the Accomplishment Instructions of the alert service bulletin.

(d) For certain Model 737-600, -700, and -800 series airplanes on which the actions specified by Boeing Alert Service Bulletin 737-29A1077, dated March 4, 1999, have been accomplished: Within 90 days after the effective date of this AD, perform a one-time detailed visual inspection of wire bundle W5230 and the case drain and pressure hoses for the EMDP for hydraulic system "B" to detect any discrepancy (e.g., damage or chafing of the W5230 wire bundles and the hydraulic case drain and pressure hoses; and incorrect separation between those components), in accordance with Part 2 of Boeing Alert Service Bulletin 737-29A1077, Revision 1, dated October 21, 1999.

(1) If no discrepancy is found, no further action is required by this paragraph.

(2) If any discrepancy is found, prior to further flight, perform corrective actions in accordance with Part 2 of the Accomplishment Instructions of the alert service bulletin.

### **Alternative Methods of Compliance**

(e) 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 3: 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**

(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 and corrective actions shall be done in accordance with Boeing Alert Service Bulletin 737-29A1076, Revision 1, dated October 21, 1999; or Boeing Alert Service Bulletin 737-29A1077, Revision 1, dated October 21, 1999; 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.

(h) This amendment becomes effective on January 31, 2000.

#### **FOR FURTHER INFORMATION CONTACT:**

Stephen S. Oshiro, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2793; fax (425) 227-1181.

Issued in Renton, Washington, on January 7, 2000.

Donald L. Riggan, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.