

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**CAA-AD-019/2000**

Datum vydání: 10. února 2000

## LETADLO - OVLÁDÁNÍ KLAPEK NA NÁBĚŽNÉ HRANĚ - VÝMĚNA

**Týká se:** letadel Boeing 737-300, -400 a -500, pořadových čísel na výrobní lince 1001 až 3063, certifikovaných v kterékoli kategorii.

**Datum účinnosti:** 23. března 2000

**Provést v termínech:** Jak je popsáno v FAA AD 2000-02-03 (příloha tohoto PZZ).

**Postup provedení prací:** Dle FAA AD 2000-02-03.

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 2000-02-03.

**Ing. Pavel MATOUŠEK**

**Ředitel technického inspektorátu**

**Úřad pro civilní letectví**

**2000-02-03 BOEING:** Amendment 39-11521. Docket 98-NM-351-AD.

Applicability: Model 737-300, -400, and -500 series airplanes; line numbers 1001 through 3063 inclusive; 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 (c) 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 fatigue cracking of the rod ends on the leading edge slat actuators, which could result in uncommanded deployment of the wing leading edge slat and consequent reduced controllability of the airplane, accomplish the following:

### Replacement

(a) Within 24 months after the effective date of this AD: Replace the leading edge slat actuator with an actuator that has a new rod end, or replace the rod end on the existing slat actuator with a new rod end, at slat positions 1, 2, 5, and 6; in accordance with the Accomplishment Instructions in Boeing Alert Service Bulletin 737-27A1211, dated November 19, 1998, or Revision 1, dated December 9, 1999.

### Spares

(b) As of the effective date of this AD, no person shall install any part having a part number identified in the "Existing Part Number" column of Section 2.E. of Boeing Alert Service Bulletin 737-27A1211, dated November 19, 1998, on any airplane.

#### **Alternative Methods of Compliance**

(c) 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.

#### **Special Flight Permits**

(d) 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**

(e) The actions shall be done in accordance with Boeing Alert Service Bulletin 737-27A1211, dated November 19, 1998; or Boeing Alert Service Bulletin 737-27A1211, Revision 1, dated December 9, 1999. 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.

(f) This amendment becomes effective on February 29, 2000.

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

Robert C. Jones, 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) 227-1118; fax (425) 227-1181.

Issued in Renton, Washington, on January 18, 2000.

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