



ÚŘAD PRO CIVILNÍ LETECTVÍ
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-019/2003

Ruší CAA-AD-019/2000

Datum vydání: 30. ledna 2003

BOEING

737-300, -400, -500

LETOUN - OVLÁDÁNÍ SLOTŮ NA NÁBĚŽNÉ HRANĚ - VÝMĚNA

Týká se: letadel Boeing 737-300, -400 a -500; pořadových čísel na výrobní lince 1001 až 3132 včetně; certifikovaných v kterékoliv kategorii.

Datum účinnosti: 20. března 2003

Provést v termínech:

Jak je popsáno v FAA AD 2003-03-05, od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle FAA AD 2003-03-05, 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 zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.
- Tento PZZ byl vypracován na základě FAA AD 2003-03-05, který ruší FAA AD 2000-02-03.

Ing. Pavel MATOUŠEK
ředitel

2003-03-05 Boeing: Amendment 39-13029. Docket 2001-NM-274-AD. Supersedes AD 2000-02-03, Amendment 39-11521.

Applicability: Model 737-300, -400, and -500 series airplanes; line numbers 1001 through 3132 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 (g)(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 fatigue cracking of the rod ends of the actuators of the leading edge slats, which could result in failure of the rod ends, uncommanded deployment of the wing leading edge slat, and consequent reduced controllability of the airplane, accomplish the following:

Restatement of Requirements of AD 2000-02-03

Replacement

(a) Within 24 months after February 29, 2000 (the effective date of AD 2000-02-03, amendment 39-11521): 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; Revision 1, dated December 9, 1999; or Revision 2, dated December 21, 2000, including Information Notice 737-27A1211 IN 03, dated July 26, 2001, excluding Evaluation Form. As of the effective date of this AD, only Revision 2 of the service bulletin shall be used.

Part Installation

(b) As of February 29, 2000, 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.

New Requirements of This AD

One-Time Inspection

(c) For airplanes on which the actions specified in Boeing Alert Service Bulletin 737-27A1211, Revision 2, dated December 21, 2000, including Information Notice 737-27A1211 IN 03, dated July 26, 2001, excluding Evaluation Form; have not been done: Do a one-time general visual inspection of the rod ends on the actuators of the wing leading edge slats, part numbers (P/N) 65-44760-28 and 69-73485-9, to determine if vibro-engraving was used to identify the rod ends, at the time specified in paragraph (c)(1) or (c)(2) of this AD; as applicable, per the Work Instructions of Boeing Alert Service Bulletin 737-27A1243, dated July 26, 2001, excluding Evaluation Form. If no vibro-engraving is found, no further action is required by this paragraph.

Note 2: For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

(1) For airplanes on which the rod ends were replaced as required by paragraph (a) of this AD, do the inspection

at the later of the times specified in paragraphs (c)(1)(i) and (c)(1)(ii) of this AD.

(i) Within 12,000 flight cycles or 42 months after doing the replacement per paragraph (a) of this AD, whichever is first.

(ii) Within 12 months after the effective date of this AD.

(2) For all other airplanes: Within 12,000 flight cycles or 42 months after the effective date of this AD, whichever is first.

(d) For airplanes having actuators with rod end assemblies P/Ns 65-44760-28 and 69-73485-9: If maintenance records show that the assemblies on the airplane were never changed, or were exchanged with a rod end assembly directly acquired from Boeing or Parker Hannifin, and were not part-marked by vibro-engraving or other part markings that penetrate the surface, this is considered acceptable for compliance with the actions specified in paragraph (c) of this AD.

Corrective Action

(e) If vibro-engraving is found during the inspection required by paragraph (c) of this AD: Before further flight, rework or replace the affected rod end with a new rod end, as applicable, per the Work Instructions of Boeing Alert Service Bulletin 737-27A1243, dated July 26, 2001, excluding Evaluation Form.

Part Installation

(f) After the effective date of this AD, no person shall install on any airplane a rod end having vibro-engraving, or other part markings that penetrate the surface, unless that part has been reworked as required by this AD.

Alternative Methods of Compliance

(g)(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. 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.

(2) Alternative methods of compliance, approved previously in accordance with AD 2000-02-03, amendment 39-11521, are approved as alternative methods of compliance with paragraph (a) of this AD.

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

(h) 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

(i) Unless otherwise specified in this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 737-27A1211, dated November 19, 1998, Boeing Alert Service Bulletin 737-27A1211, Revision 1, dated December 9, 1999, or Boeing Alert Service Bulletin 737-27A1211, Revision 2, dated December 21, 2000, including Information Notice 737-27A1211 IN 03, dated July 26, 2001, excluding Evaluation Form; and Boeing Alert Service Bulletin 737-27A1243, dated July 26, 2001, excluding Evaluation Form; as applicable.

(1) The incorporation by reference of Boeing Alert Service Bulletin 737-27A1243, dated July 26, 2001, excluding Evaluation Form; and Boeing Alert Service Bulletin 737-27A1211, Revision 2, dated December 21, 2000, including Information Notice 737-27A1211 IN 03, dated July 26, 2001, excluding Evaluation Form; 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 Alert Service Bulletin 737-27A1211, dated November 19, 1998; and Boeing Alert Service Bulletin 737-27A1211, Revision 1, dated December 9, 1999; was approved previously by the Director of the Federal Register as of February 29, 2000 (65 FR 3801, January 25, 2000).

(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.

Effective Date

(j) This amendment becomes effective on March 5, 2003.