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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-019/2004 - oprava

Nahrazuje CAA-AD-055/2000

Datum vydání: 23. dubna 2004

BOEING

737-300, -400, -500

LETOUN - SEDADLA POSÁDKY - KONTROLA

Týká se: letadel Boeing 737-300, -400 a -500 vybavených sedadly posádky IPECO, která jsou uvedena v Boeing Alert Service Bulletin 737-25A1363 Revize 1, vydaném 28. března 2002, certifikovaných v kterékoliv kategorii.

Datum účinnosti: 24. března 2004

Provést v termínech:

Jak je popsáno v FAA AD 2004-04-03 correction, od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle FAA AD 2004-04-03 correction (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 2004-04-03 correction, který nahrazuje FAA AD 2000-10-21.

Ing. Pavel MATOUŠEK
ředitel

2004-04-03 Boeing: Amendment 39-13483. Docket 2002-NM-174-AD. Supersedes AD 2000-10-21, Amendment 39-11745.

Applicability: Model 737-300, -400, and -500 series airplanes equipped with IPECO flightcrew seats, as listed in Boeing Alert Service Bulletin 737-25A1363, Revision 1, dated March 28, 2002; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent uncommanded movement of the flightcrew seats during acceleration and take-off of the airplane, which could result in reduced controllability of the airplane, accomplish the following:

One-Time Inspection

(a) Perform a one-time general visual inspection of the seat locks and seat tracks of the flightcrew seats to ensure that the seats lock in position and to verify that lock nuts and bolts of adequate length are installed on the rear track lock bracket, at the applicable time and per the Work Instructions of the applicable service bulletin specified in Table 1 of this AD. Table 1 follows:

Table 1.--Compliance Time/Service Bulletin

Airplanes-	Compliance time-	Service bulletin-
For Group 1 airplanes listed in Boeing Alert Service Bulletin 737-25A1363, Revision 1, dated March 28, 2002.	Within 90 days after June 12, 2000 (the effective date of AD 2000-10-21, amendment 39-11745).	Boeing Alert Service Bulletin 737-25A1363, dated November 5, 1998.
For Group 2 airplanes listed in Boeing Alert Service Bulletin 737-25A1363, Revision 1, dated March 28, 2002.	Within 90 days after the effective date of this AD.	Boeing Alert Service Bulletin 737-25A1363, Revision 1, dated March 28, 2002.

Note 1: 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."

Corrective Action

(1) If the seat lock pin fully engages in all lock positions of the seat track, and the rear track lock bracket is correctly installed: No further action is required by this AD.

(2) If the seat lock pin does not fully engage in all positions of the seat track, and lock nuts and bolts of adequate length are not installed on the rear track lock bracket: Prior to further flight, install lock nuts and bolts of adequate length on the track lock bracket and verify proper seat movement and seat lock operation, in accordance with the applicable service bulletin.

Note 2: Boeing Alert Service Bulletin 737-25A1363, Revision 1, dated March 28, 2002, refers to IPECO Service Bulletin A001-25-47, dated January 13, 1992, as an additional source of service information for accomplishment of the actions required by paragraph (a) of this AD.

Actions Accomplished Per Previous Issue of Service Bulletin

(b) For Group 2 airplanes: Inspections and corrective actions accomplished before the effective date of this AD per Boeing Alert Service Bulletin 737-25A1363, dated November 5, 1998, are considered acceptable for compliance with the corresponding actions specified in this AD.

Alternative Methods of Compliance

(c)(1) In accordance with 14 CFR 39.19, the Manager, Seattle Aircraft Certification Office (ACO), FAA, is authorized to approve alternative methods of compliance (AMOCs) for this AD.

(2) Alternative methods of compliance, approved previously per AD 2000-10-21, amendment 39-11745, are approved as alternative methods of compliance with the requirements of this AD.

Incorporation by Reference

(d) Unless otherwise specified in this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 737-25A1363, dated November 5, 1998; or Boeing Alert Service Bulletin 737-25A1363, Revision 1, dated March 28, 2002; as applicable.

(1) The incorporation by reference of Boeing Alert Service Bulletin 737-25A1363, Revision 1, dated March 28, 2002, 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 737-25A1363, dated November 5, 1998, was approved previously by the Director of the Federal Register as of June 12, 2000 (65 FR 34063, May 26, 2000).

(3) Copies may be obtained from Boeing Commercial Airplanes, 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

(e) This amendment becomes effective on March 24, 2004.

▼ Footer Information

Issued in Renton, Washington, on February 9, 2004.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

[FR Doc. 04-3348 Filed 2-17-04; 8:45 am]

BILLING CODE 4910-13-P

▼ Comments

CORRECTION: [Federal Register: April 13, 2004 (Volume 69, Number 71); Page 19313; www.access.gpo.gov/su_docs/aces/aces140.html] Go to the attached "pdf" for full correction text. This copy reflects the correction.