

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-022/2000

Datum vydání: 01. března 2000

LETADLO - OSVĚTLENÍ ÚNIKOVÉ CESTY - VÝMĚNA

Týká se: letadel Boeing 737-200 vybavených osvětlením únikové cesty SAF-T-GL0 instalovaným v souladu se Supplemental Type Certificate (STC) ST00969AT, certifikovaných v kterékoliv kategorii.

Datum účinnosti: 20. dubna 2000

Provést v termínech: Jak je popsáno v FAA AD 2000-03-05 (příloha tohoto PZZ).

Postup provedení prací: Dle FAA AD 2000-03-05.

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 2000-03-05.

Ing. Pavel MATOUŠEK

Ředitel technického inspektorátu

Úřad pro civilní letectví

2000-03-05 BOEING: Amendment 39-11562. Docket 96-NM-226-AD.

Applicability: Model 737-200 series airplanes equipped with SAF-T-GL0 Aerospace Limited emergency floor path lighting systems installed in accordance with Supplemental Type Certificate (STC) ST00969AT, certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise 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 (b) 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 inadequate lighting and cueing of the emergency floor path lighting system, which could delay or impede the flight crew and passengers when exiting the airplane during an emergency, accomplish the following:

(a) Within 6 months after the effective date of this AD, remove the existing photoluminescent emergency floor path lighting system from the airplane. Replace it with an emergency floor path lighting system in accordance with Supplemental Type Certificate ST01829AT, dated February 11, 1999, or an FAA-approved emergency floor path

lighting system that is installed in accordance with a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate.

(b) 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, Atlanta ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(c) 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.

(d) This amendment becomes effective on March 16, 2000.

FOR FURTHER INFORMATION CONTACT:

Eugene Evans, Aerospace Engineer, ACE-116A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30349; telephone (770) 703-6081; fax (770) 703-6097.

Issued in Renton, Washington, on February 4, 2000.

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