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## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-023/2004 - oprava

Datum vydání: 23. dubna 2004

**BOEING**

737-600, -700, -700C, -800, -900

### LETOUN - UCHYCENÍ STABILIZÁTORU - KONTROLA/VÝMĚNA

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**Týká se:** letadel Boeing 737-600, -700, -700C, -800 a -900, certifikovaných v kterékoliv kategorii.

**Datum účinnosti:** 24. března 2004

**Provést v termínech:**

Jak je popsáno v FAA AD 2004-05-19 correction, od data účinnosti tohoto PZZ.

**Postup provedení prací:**

Dle FAA AD 2004-05-19 correction (příloha tohoto PZZ).

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*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 2004-05-19 correction.

**Ing. Pavel MATOUŠEK**  
ředitel

**2004-05-19 Boeing:** Amendment 39-13514. Docket 2004-NM-03-AD.

*Applicability:* All Model 737-600, -700, -700C, -800, and -900 series airplanes, certificated in any category.

*Compliance:* Required as indicated, unless accomplished previously.

To detect and correct damaged rear spar attach pins or front spar attach bolts, which may lead to failure of the bolts or pins, and consequent loss of the stabilizer and loss of controllability of the airplane, accomplish the following:

### **Initial Inspection**

(a) Do a detailed inspection of the rear spar attach pins and front spar attach bolts that attach the horizontal stabilizers to the horizontal stabilizer center section for damage (e.g., pitting, corrosion, no plating (pins only), galling (bolts only), or wear), per the Accomplishment Instructions of Boeing Service Bulletin 737-55-1086, dated December 11, 2003. The inspection must be done at the later of the times specified in the threshold and applicable grace period columns in Table 1 of this AD.

**Table 1.-Initial Compliance Time**

<b>Threshold</b>	<b>Grace period</b>
Prior to the accumulation of 15,000 total flight cycles or 60 months since the date of issuance of the original Airworthiness Certificate or the date of issuance of the Export Certificate of Airworthiness, whichever occurs first.	For airplanes on which Boeing Service Bulletin 737-55-1074, dated August 15, 2002, has not been done as of the effective date of this AD: Within 90 days after the effective date of this AD.  For airplanes on which Boeing Service Bulletin 737-55-1074, dated August 15, 2002, has been done as of the effective date of this AD: Within 24 months or 6,000 flight cycles since accomplishment of the service bulletin, whichever occurs first.

**Note 1:** For the purposes of this AD, a detailed inspection is defined as: "An intensive visual 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 intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

### **Not Damaged and Not A Replaced or Repaired Pin or Bolt: Repetitive Inspections**

(b) If no damaged rear spar attach pin or front spar attach bolt is found during any detailed inspection required by paragraph (a) of this AD, and if that pin or bolt has not been replaced per paragraph (c) of this AD or repaired per Boeing Service Bulletin 737-55-1086, dated December 11, 2003, repeat the detailed inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 9,000 flight cycles or 36 months, whichever occurs first, for that pin or bolt only.

### **Damaged Pin or Bolt: Corrective Actions**

(c) If any damaged rear spar attach pin or front spar attach bolt is found during any inspection required by this AD, before further flight, accomplish applicable corrective actions (e.g., repair; replacement of pin and/or bolt with a new one; and detailed inspection of a stripped pin for pitting, corrosion, or galling) per the Accomplishment Instructions of Boeing Service Bulletin 737-55-1086, dated December 11, 2003.

### **Replaced or Repaired Pin or Bolt: Repetitive Inspections**

(d) If any rear spar attach pin or front spar attach bolt has been replaced with a new part per paragraph (c) of this AD, repeat the detailed inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 15,000 flight cycles or 60 months, whichever occurs first, for the replaced pin or bolt only.

(e) If any rear spar attach pin or front spar attach bolt has been repaired per paragraph (c) of this AD, repeat the detailed inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 9,000 flight cycles

or 36 months, whichever occurs first, for the replaced pin or bolt only.

### **Alternative Methods of Compliance**

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

(2) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by a Boeing Company Designated Engineering Representative who has been authorized by the Manager, Seattle ACO, to make such findings.

### **Incorporation by Reference**

(g) The actions shall be done in accordance with Boeing Service Bulletin 737-55-1086, dated December 11, 2003. 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 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**

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

### **▼ Footer Information**

Issued in Renton, Washington, on February 25, 2004.

Kalene C. Yanamura,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.

[FR Doc. 04-4898 Filed 3-8-04; 8:45 am]

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### **▼ Comments**

CORRECTION: [Federal Register: April 13, 2004 (Volume 69, Number 71); Page 19313-19314; [www.access.gpo.gov/su\\_docs/aces/aces140.html](http://www.access.gpo.gov/su_docs/aces/aces140.html)] Go to the attached "pdf" for full correction text. This copy reflects the correction.