

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-027/2000

Datum vydání: 13. března 2000

LETADLO - TRUP LETADLA - KONSTRUKCE - KONTROLA

Týká se: letadel Boeing 737-200C pořadových čísel na výrobní lince od 292 výše, certifikovaných v kterékoliv kategorii.

Datum účinnosti: 20. dubna 2000

Provést v termínech: Jak je popsáno v FAA AD 2000-04-08 (příloha tohoto PZZ).

Postup provedení prací: Dle FAA AD 2000-04-08.

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 2000-04-08.

Ing. Pavel MATOUŠEK

Ředitel technického inspektorátu

Úřad pro civilní letectví

2000-04-08 BOEING: Amendment 39-11590. Docket 99-NM-352-AD.

Applicability: Model 737-200C series airplanes having line numbers 292 and subsequent, 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 (e) 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 detect and correct cracking in certain fuselage frames, which, in conjunction with multiple site cracking in the lower skin of the lap joint, could result in failure of certain lap joints, and consequent rapid decompression of the airplane fuselage, accomplish the following:

Repetitive Inspections

(a) Prior to the accumulation of 50,000 total flight cycles, or within 600 flight cycles after the effective date of this AD, whichever occurs later: Perform a low frequency eddy current (sliding probe) inspection to detect cracking in accordance with Part 3.A. of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1220, dated October 4, 1999. Repeat the inspections at intervals not to exceed 600 flight cycles until accomplishment of the requirements of paragraph (b) of this AD.

(b) Within 2,500 flight cycles following accomplishment of the initial inspection required by paragraph (a) of this AD: Perform an internal detailed visual inspection to detect cracking in accordance with the Part 3.B. of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1220, dated October 4, 1999. Repeat the inspection thereafter at intervals not to exceed 2,500 flight cycles until the modification required by paragraph (d) of this AD is accomplished.

Detailed Visual Inspection

NOTE 2: For the purposes of this AD, a detailed visual 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."

Corrective Actions

(c) Prior to further flight, repair any cracking detected by any inspection required by paragraph (a) or (b) of this AD in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate; or in accordance with data meeting the type certification basis of the airplane approved by a Boeing Company Designated Engineering Representative (DER) who has been authorized by the Manager, Seattle ACO, to make such findings. For a repair method to be approved by the Manager, Seattle ACO, as required by this paragraph, the approval letter must specifically reference this AD.

Optional Terminating Action

(d) Installation of the preventative modification of the BS 480 frame in accordance with Part 3.C. of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1220, dated October 4, 1999, constitutes terminating action for the requirements of this AD.

Alternative Methods of Compliance

(e) 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 ACO. 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 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

(f) 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

(g) Except as provided by paragraph (c) of this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 737-53A1220, dated October 4, 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.

(h) This amendment becomes effective on March 10, 2000.

FOR FURTHER INFORMATION CONTACT:

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Washington 98055-4056; telephone (425) 227-2783; fax (425) 227-1181.

Issued in Renton, Washington, on February 15, 2000.

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