

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-032/2000

Datum vydání: 05. dubna 2000

LETADLO - PŘEDNÍ TLAKOVÁ PŘEPÁŽKA - KONTROLA

Týká se: letadel Boeing 737-100, -200, -300, -400 a -500 pořadových čísel na výrobní lince 1 až 2737, certifikovaných v kterékoliv kategorii.

Datum účinnosti: 18. května 2000

Provést v termínech: Jak je popsáno v FAA AD 2000-05-29 (příloha tohoto PZZ).

Postup provedení prací: Dle FAA AD 2000-05-29.

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 2000-05-29.

Ing. Pavel MATOUŠEK

Ředitel technického inspektorátu

Úřad pro civilní letectví

2000-05-29 BOEING: Amendment 39-11639. Docket 98-NM-58-AD.

Applicability: Model 737-100, -200, -300, -400, and -500 series airplanes; having line numbers 1 through 2737 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 (d) 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 fatigue cracking of the forward pressure bulkhead, which could result in rapid decompression of the airplane fuselage, accomplish the following:

Initial and Repetitive Inspections

(a) Prior to the accumulation of 20,000 total flight cycles, or within 3,000 flight cycles after the effective date of this AD, whichever occurs later, perform inspections of the center web, vertical chords, and side chord areas of the forward pressure bulkhead for fatigue cracking, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1173, Revision 2, dated January 15, 1998, or Revision 3, dated May 6, 1999. Thereafter, repeat the inspections at intervals not to exceed 6,000 flight cycles until the preventive modifications specified by paragraph (c) of this AD have been accomplished.

Repairs

(b) If any crack is found during any inspection required by paragraph (a) of this AD, prior to further flight, repair the area in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-53A1173, Revision 1, dated April 25, 1996, or Boeing Alert Service Bulletin 737-53A1173, Revision 2, dated January 15, 1998, or Revision 3, dated May 6, 1999; 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 who has been authorized by the Manager, Seattle ACO, to make such findings; except, where the alert service bulletin specifies that the manufacturer may be contacted for repair instructions, repair in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

Optional Terminating Action

(c) Accomplishment of the preventive modifications of the center web, vertical chords, and side chord areas, including the side chord areas at water line 207, of the forward pressure bulkhead, in accordance with Boeing Alert Service Bulletin 737-53A1173, Revision 3, dated May 6, 1999, constitutes terminating action for the repetitive inspections requirements of paragraph (a) of this AD for that area.

NOTE 2: Accomplishment of the preventive modification of the vertical chords and side chord areas at water line 195 in accordance with Boeing Alert Service Bulletin 737-53A1173, Revision 2, constitutes terminating action for the repetitive inspections requirements of paragraph (a) of this AD for the vertical chords and side chord at WL 195 only.

Alternative Methods of Compliance

(d) 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

(e) 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

(f) The inspections shall be done in accordance with of Boeing Alert Service Bulletin 737-53A1173, Revision 2, dated January 15, 1998, or Boeing Alert Service Bulletin 737-53A1173, Revision 3, dated May 6, 1999. Except as provided by paragraph (b) of this AD, repairs shall be accomplished in accordance with Boeing Service Bulletin 737-53A1173, Revision 1, dated April 25, 1996, or Boeing Alert Service Bulletin 737-53A1173, Revision 2, dated January 15, 1998, or Boeing Alert Service Bulletin 737-53A1173, Revision 3, dated May 6, 1999. The preventive modifications, if accomplished, shall be done in accordance with Boeing Alert Service Bulletin 737-53A1173, Revision 3, dated May 6, 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.

(g) This amendment becomes effective on April 24, 2000.

FOR FURTHER INFORMATION CONTACT:

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Issued in Renton, Washington, on March 10, 2000.

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