

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-048/2000

Datum vydání: 11. května 2000

LETADLO - KONZOLA POJÍŽDĚCÍCH SVĚTLOMETŮ - KONTROLA/VÝMĚNA

Týká se: letadel Boeing 737-100, -200, -300, -400 a -500, která nejsou vybavena sestavou světlometů pro přistání Grimes Aerospace mající katalogová čísla (P/N) 50-0199-9, 50-0199-11, 50-0128-1A, 50-0128-1MA, 50-0128-3A, or 50-0128-3MA; certifikovaných v kterékoliv kategorii.

Datum účinnosti: 15. června 2000

Provést v termínech: Jak je popsáno v FAA AD 2000-08-17 (příloha tohoto PZZ).

Postup provedení prací: Dle FAA AD 2000-08-17.

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 2000-08-17.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

2000-08-17 BOEING: Amendment 39-11703. Docket 98-NM-253-AD.

Applicability: Model 737-100, -200, -300, -400, and -500 series airplanes; that are not equipped with a Grimes Aerospace taxi light assembly having part number (P/N) 50-0199-9, 50-0199-11, 50-0128-1A, 50-0128-1MA, 50-0128-3A, or 50-0128-3MA; 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 prevent damage to the taxi light assembly, which could result in detachment of the taxi light from the airplane, ingestion of taxi light debris into an engine, and consequent loss of thrust from one or both engines; accomplish the following:

Initial and Repetitive Inspections

(a) Within 60 days after the effective date of this AD, perform a detailed visual inspection to detect damage (including cracking, corrosion, deformation, or evidence of impact) of the taxi light assembly mounted on the nose landing gear of the airplane. Repeat the inspection thereafter at intervals not to exceed 1 day, until the requirements of

paragraph (c) have been accomplished.

NOTE 2: For the purposes of this AD, a detailed visual inspection is defined as an intensive visual inspection 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 lighting at an intensity deemed appropriate by the inspector (i.e., the person performing the inspection). Inspection aids such as mirrors, magnifying glasses, etc., may be used. Surface cleaning and elaborate access procedures may be necessary.

Replacement

(b) If any damage of the taxi light assembly is detected during any inspection performed in accordance with paragraph (a) of this AD, prior to further flight, replace the existing taxi light assembly with a new or serviceable taxi light assembly in accordance with the applicable maintenance manual. If the existing taxi light assembly is replaced with a Grimes Aerospace taxi light assembly having P/N 50-0199-9, 50-0199-11, 50-0128-1A, 50-0128-1MA, 50-0128-3A, or 50-0128-3MA: no further action is required by this AD.

Terminating Action

(c) Within 2 years after the effective date of this AD: Replace the existing taxi light assembly with a Grimes Aerospace taxi light assembly having P/N 50-0199-9, 50-0199-11, 50-0128-1A, 50-0128-1MA, 50-0128-3A, or 50-0128-3MA; in accordance with the applicable maintenance manual. Such replacement constitutes terminating action for the repetitive inspection requirement of paragraph (a) of this AD.

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 Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. 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.

Effective Date

(f) This amendment becomes effective on May 31, 2000.

FOR FURTHER INFORMATION CONTACT:

David Herron, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2672; fax (425) 227-1181.

Issued in Renton, Washington, on April 19, 2000.

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