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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-059/2003

Datum vydání: 16. července 2003

BOEING, McDONNELL DOUGLAS

LETOUN - DVEŘE PILOTNÍ KABINY - MODIFIKACE

Týká se: letadel uvedených v následující tabulce č. 1, certifikovaných v kterékoliv kategorii:
Tabulka č. 1.

Výrobce letadla	Model letadla	Uvedeno v Servisním Bulletinu C & D Aerospace
Boeing	737-200, -300, -400, -500, -600, -700, -800 a -900	B221001-52-03, Revize 3, vydáno 25. března 2003.
Boeing	757-200 a -300	B231001-52-02, Revize 4, vydáno 19. března 2003.
McDonnell Douglas	DC-10-10F, DC-10-30, DC-10-30F, DC-10-40, MD-10-30F, MD-11, a MD-11F.	B211200-52-02, Revize 1, vydáno 3. června 2003.

Datum účinnosti: 25. července 2003

Provést v termínech:

Jak je popsáno v FAA AD 2003-14-04, od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle FAA AD 2003-14-04 (příloha tohoto PZZ).

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 2003-14-04.

Ing. Pavel MATOUŠEK
ředitel

2003-14-04 Transport Category Airplanes: Amendment 39-13223. Docket 2003-NM-152-AD.

Applicability: The airplanes listed in Table 1 of this AD, certificated in any category. Table 1 of this AD follows:

Table 1.-Affected Airplane Models

Airplane manufacturer	Airplane model	As listed in C & D Aerospace Service Bulletin
Boeing	737-200, -300, -400, -500, -600, -700, -800, and -900 series.	B221001-52-03, Revision 3, dated March 25, 2003.
Boeing	757-200 and -300 series	B231001-52-02, Revision 4, dated March 19, 2003.
McDonnell Douglas	DC-10-10F, DC-10-30, DC-10-30F, DC-10-40, MD-10-30F, MD-11, and MD-11F.	B211200-52-02, Revision 1, dated June 3, 2003.

Compliance: Required as indicated, unless accomplished previously.

To prevent inadvertent release of the decompression latch and consequent opening of the decompression panel in the reinforced flight deck door, which could result in the decompression panel hitting and injuring an airplane crewmember, if the crewmember is in close proximity to the flight deck door when the decompression panel opens, accomplish the following:

Note 1: Where there are differences between this AD and the referenced service bulletins, this AD prevails.

Modification

(a) Within 90 days after the effective date of this AD, modify the reinforced flight deck door according to paragraph (a)(1), (a)(2), or (a)(3) of this AD, as applicable.

(1) For Boeing Model 737-200, -300, -400, -500, -600, -700, -800, and -900 series airplanes: Modify the upper and lower pressure relief latch assemblies on the flight deck door by doing all actions specified in and according to paragraphs 3.A., 3.B., and 3.C. of the Accomplishment Instructions of C & D Aerospace Service Bulletin B221001-52-03, Revision 3, dated March 25, 2003. One latch strap should be installed at the bottom of the upper pressure relief assembly, and a second latch strap should be installed at the top of the lower pressure relief assembly. When properly installed, the strap should cover a portion of the latch hook.

(2) For Boeing Model 757-200 and -300 series airplanes: Modify the upper and lower pressure relief latch assemblies on the flight deck door by doing all actions specified in and according to paragraphs 3.A., 3.B., and 3.C. of the Accomplishment Instructions of C & D Aerospace Service Bulletin B231001-52-02, Revision 4, dated March 19, 2003. One latch strap should be installed at the bottom of the upper pressure relief assembly, and a second latch strap should be installed at the top of the lower pressure relief assembly. When properly installed, the strap should cover a portion of the latch hook.

(3) For McDonnell Douglas DC-10-10F, DC-10-30, DC-10-30F, DC-10-40, MD-10-30F, MD-11, and MD-11F airplanes: Install spacers in the upper and lower pressure relief latch assemblies of the flight deck door, by doing all actions specified and according to paragraphs 3.A., 3.C., and 3.D. of C & D Aerospace Service Bulletin B211200-52-02, Revision 1, dated June 3, 2003. One latch strap should be installed at the bottom of the upper pressure relief assembly, and a second latch strap should be installed at the top of the lower pressure relief assembly. When properly installed, the strap should cover a portion of the latch hook.

Modifications Accomplished Per Previous Issues of Service Bulletin

(b) Modifications accomplished before the effective date of this AD per a service bulletin listed in paragraph (b)(1), (b)(2), or (b)(3) of this AD; as applicable; are considered acceptable for compliance with the corresponding action specified in paragraph (a) of this AD.

(1) For Boeing Model 737-200, -300, -400, -500, -600, -700, -800, and -900 series airplanes: C & D Aerospace Service Bulletin B221001-52-03, dated December 6, 2002; Revision 1, dated January 2, 2003; or Revision 2,

dated February 20, 2003.

(2) For Boeing Model 757-200 and -300 series airplanes: C & D Aerospace Service Bulletin B231001-52-02, dated December 6, 2002; Revision 1, dated January 2, 2003; Revision 2, dated February 20, 2003; or Revision 3, dated March 7, 2003.

(3) For McDonnell Douglas DC-10-10F, DC-10-30, DC-10-30F, DC-10-40, MD-10-30F, MD-11, and MD-11F airplanes: C & D Aerospace Service Bulletin B211200-52-02, dated April 30, 2003.

Parts Installation

(c) As of the effective date of this AD, no person may install, on any airplane, a reinforced flight deck door having any part number listed in the paragraph 1.A. of C & D Aerospace Service Bulletin B221001-52-03, Revision 3, dated March 25, 2003; B231001-52-02, Revision 4, dated March 19, 2003; or B211200-52-02, Revision 1, dated June 3, 2003; as applicable; unless the door has been modified as required by paragraph (a) of this AD.

Alternative Methods of Compliance

(d) In accordance with 14 CFR 39.19, the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, is authorized to approve alternative methods of compliance for this AD.

Incorporation by Reference

(e) Unless otherwise specified in this AD, the actions shall be done in accordance with C & D Aerospace Service Bulletin B211200-52-02, Revision 1, dated June 3, 2003; C & D Aerospace Service Bulletin B221001-52-03, Revision 3, dated March 25, 2003; or C & D Aerospace Service Bulletin B231001-52-02, Revision 4, dated March 19, 2003; as applicable. 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; or C & D Aerospace, 5701 Bolsa Avenue, Huntington Beach, California 92647-2063. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(f) This amendment becomes effective on July 25, 2003.

Footer Information

Issued in Renton, Washington, on July 2, 2003.

Vi L. Lipski,

Manager, Transport Airplane Directorate,

Aircraft Certification Service.

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