

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-064/1999

Datum vydání: 21. června 1999

LETADLO - VÝŠKOVÉ KORMIDLO - KONTROLA

Týká se: letadel Boeing 737-700 a 800 pořadových čísel na lince (line number) 1 až 190, certifikovaných v kterékoliv kategorii.

Datum účinnosti: 12. srpna 1999

Provést v termínech: Jak je popsáno v FAA AD T99-13-51.

Postup provedení prací: Dle FAA AD T99-13-51.

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 T99-13-51.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

T99-13-51: BOEING Telegraphic AD issued on June 10, 1999. Docket 99-NM-133-AD.

Applicability: Model 737-700 and -800 series airplanes having line numbers 1 through 190; 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 (g) 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 reduced controllability of the airplane due to excessive freeplay in the elevator tab or a free tab, accomplish the following:

Airplane Flight Manual (AFM) Revision

(a) Within 24 clock hours after receipt of this AD, revise the limitations section of the FAA-approved AFM to include the following information. This may be accomplished by inserting a copy of this AD into the AFM.

"DO NOT OPERATE THE AIRPLANE AT SPEEDS IN EXCESS OF 310 KNOTS INDICATED AIRSPEED (IAS) WITH SPEED BRAKES EXTENDED. DO NOT OPERATE THE AIRPLANE ABOVE FL 390."

(b) In the event of deployment of the speed brakes at speeds in excess of 310 knots indicated airspeed (IAS), prior to further flight after landing, accomplish the requirements

of paragraph (c) of this AD.

Inspection and Check

(c) Within 10 days after receipt of this AD, perform a high frequency eddy current (HFEC) inspection of the tab mast fitting of the left and right elevator tab assembly to detect cracking, and a one-time elevator tab freeplay check to detect freeplay of the elevator tab, in accordance with Boeing Alert Service Bulletin 737-55A1068, dated June 9, 1999.

(1) If no cracking is found in the elevator tab mast fitting, repeat the HFEC inspection thereafter at intervals not to exceed 15 days, until accomplishment of the actions required by paragraph (d) of this AD.

(2) If any cracking is found in the elevator tab mast fitting, prior to further flight, accomplish the requirements of paragraph (e) of this AD.

(3) If any freeplay is found that is outside the limits specified in the Alert Service Bulletin, prior to further flight, perform corrective actions in accordance with the Alert Service Bulletin.

NOTE 2: Boeing Alert Service Bulletin 737-55A1068, dated June 9, 1999, references Boeing Model 737-600/-700/-800 Maintenance Manual (AMM), subjects 27-09-91, 27-31-00, and 51-21-99; 737 Nondestructive Test (NDT) Manual D6-37239, part 6, subject 55-00-00; 737 Structural Repair Manual (SRM) subject 51-20-81; and Operations Manual Service Bulletin D6-27370-TBC ("Elevator Tab Operational Limitations"), dated June 10, 1999; as additional sources of service information to accomplish certain requirements of this AD.

Time-Limited Modification

(d) Within 90 days after receipt of this AD, install an additional high-strength fastener on the elevator tab mast fitting in accordance with Boeing Alert Service Bulletin 737-55A1068, dated June 9, 1999. Accomplishment of this modification constitutes terminating action for the requirements of paragraph (b) of this AD. Following accomplishment of the installation, the AFM revision required by paragraph (a) of this AD may be removed from the AFM. Following accomplishment of the installation, repeat the HFEC inspection required by paragraph (c) of this AD thereafter at intervals not to exceed 90 days until accomplishment of paragraph (e) of this AD.

Replacement

(e) Replacement of the elevator tab mast fitting with a new, improved fitting in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, constitutes terminating action for the requirements of this AD.

Spares

(f) As of receipt of this AD, no elevator tab mast fitting, part numbers (P/N) 185A400-1 or 185A400-2, shall be installed on any airplane.

Alternative Methods of Compliance

(g) 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 Manager, Seattle ACO.

Special Flight Permits

(h) 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.

Availability of Service Information

(i) Copies of the applicable service information may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

(j) Telegraphic AD T99-13-51, issued on June 10, 1999, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT:

Gregory L. Schneider, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; Telephone (425) 227-2028; Fax (425) 227-1181.