

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-082/2000

Datum vydání: 21. srpna 2000

LETOUN - PŘEDNÍ NOSNÍK HORIZONTÁLNÍHO STABILIZÁTORU - KONTROLA

Týká se: letadel Boeing 737-100, -200 a -200C, pořadových čísel na výrobní lince 1 až 315 včetně, 323 a 324; certifikovaných v kterékoliv kategorii.

Datum účinnosti: 05. října 2000

Provést v termínech: Jak je popsáno v FAA AD 2000-15-12 (příloha tohoto PZZ).

Postup provedení prací: Dle FAA AD 2000-15-12.

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 2000-15-12.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

2000-15-12 BOEING: Amendment 39-11844. Docket 2000-NM-183-AD.

Applicability: Model 737-100, -200, and -200C series airplanes; line numbers 1 through 315 inclusive, 323, and 324; 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 and correct stress corrosion cracking in the front spar of the center section of the horizontal stabilizer, which could result in structural failure of the horizontal stabilizer and loss of control of the airplane, accomplish the following:

Repetitive Detailed Visual Inspections

(a) Within 90 days after the effective date of this AD, perform a detailed visual inspection to detect cracks in the front spar of the center section of the horizontal stabilizer, in accordance with Boeing Alert Service Bulletin 737-55A1071, dated February 24, 2000. Thereafter, repeat the inspection twice more at intervals not to exceed 200 days, and thereafter at intervals not to exceed 24 months or 4,000 flight cycles, whichever occurs first.

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."

Rework

(b) Except as required by paragraph (c) of this AD, if any crack is detected during any inspection required by paragraph (a) of this AD, prior to further flight, accomplish rework of the front spar of the center section of the horizontal stabilizer (including removing damaged material, accomplishing a high frequency eddy current inspection to detect cracking, and shot peening the damaged area), in accordance with Boeing Alert Service Bulletin 737-55A1071, dated February 24, 2000.

Cracking Outside the Limits Specified in the Alert Service Bulletin

(c) If any crack that is outside the limits specified in the alert service bulletin is detected during any inspection required by paragraph (a) of this AD, prior to further flight, repair 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. 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.

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) Except as provided by paragraph (c) of this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 737-55A1071, dated February 24, 2000. 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.

Effective Date

(g) This amendment becomes effective on August 23, 2000.

FOR FURTHER INFORMATION CONTACT: Nenita Odesa, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2557; fax (425) 227-1181.

Issued in Renton, Washington, on July 28, 2000.

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