

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**CAA-AD-083/2000**

Datum vydání: 22. srpna 2000

## LETOUN - HYDRAULICKÝ SYSTÉM - KONTROLA/VÝMĚNA

**Týká se:** letadel Boeing 737-100 a -200, pořadových čísel na výrobní lince 001 až 813 včetně, certifikovaných v kterékoliv kategorii.

**Datum účinnosti:** 05. října 2000

**Provést v termínech:** Jak je popsáno v FAA AD 2000-15-18 (příloha tohoto PZZ).

**Postup provedení prací:** Dle FAA AD 2000-15-18.

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 2000-15-18, který nahrazuje FAA AD 96-17-04.

**Ing. Pavel MATOUŠEK**

**Ředitel technického inspektorátu  
Úřad pro civilní letectví**

**2000-15-18 BOEING:** Amendment 39-11851. Docket 99-NM-320-AD. Supersedes AD 96-17-04, Amendment 39-9712.

Applicability: Model 737-100 and -200 series airplanes, line numbers 001 through 813 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 prevent possible failure of one or more hydraulic systems and consequent reduced controllability of the airplane, accomplish the following:

### **RESTATEMENT OF REQUIREMENTS OF AD 96-17-04:**

#### **Repetitive Inspections**

(a) Within one year after September 17, 1996 (the effective date of AD 96-17-04, amendment 39-9712), perform an eddy current inspection to detect cracking of the support fitting of the Krueger flap actuator on each wing, in accordance with Boeing Service Bulletin 737-57-1129, Revision 1, dated October 30, 1981; as revised by Notices of Status Change 737-57-1129 NSC 1, dated July 23, 1982; 737-57-1129 NSC 2, dated April 14, 1983; and 737-57-1129 NSC 3, dated May 18, 1995; or Revision 2, dated May 28, 1998.

(1) If no cracking is detected, repeat the inspection required by paragraph (a) of this AD thereafter at intervals not to exceed 3,000 hours time-in-service.

(2) If any cracking is detected, prior to further flight, accomplish the replacement and modification specified in paragraph (b) of this AD.

#### **NEW REQUIREMENTS OF THIS AD:**

##### **Terminating Action**

(b) Within 5 years after the effective date of this AD: Replace any existing aluminum support fitting of the Krueger flap actuator on each wing with a steel fitting, and modify the actuator aft attachment, in accordance with Boeing Service Bulletin 737-57-1129, Revision 2, dated May 28, 1998. Accomplishment of this replacement and modification constitutes terminating action for the repetitive inspections required by paragraph (a) of this AD.

NOTE 2: Replacement of the existing aluminum support fitting of the Krueger flap actuator on each wing with a steel fitting, and modification of the actuator aft attachment, prior to the effective date of this AD, in accordance with Boeing Service Bulletin 737-57-1129, Revision 1, dated October 30, 1981; as revised by Notices of Status Change 737-57-1129 NSC 1, dated July 23, 1982; 737-57-1129 NSC 2, dated April 14, 1983; and 737-57-1129 NSC 3, dated May 18, 1995; is considered acceptable for compliance with the modification required by paragraph (b) of this AD.

##### **Spares**

(c) As of the effective date of this AD, no person shall install on any airplane any aluminum support fitting identified in the "Existing Part Number" column of Paragraph 2.D. of Boeing Service Bulletin 737-57-1129, Revision 2, dated May 28, 1998.

##### **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.

##### **Incorporation by Reference**

(f) The actions shall be done in accordance with Boeing Service Bulletin 737-57-1129, Revision 1, dated October 30, 1981; as revised by Notice of Status Change 737-57-1129 NSC 1, dated July 23, 1982; Notice of Status Change 737-57-1129 NSC 2, dated April 14, 1983; and Notice of Status Change 737-57-1129 NSC 3, dated May 18, 1995; or Boeing Service Bulletin 737-57-1129, Revision 2, dated May 28, 1998; as applicable.

(1) The incorporation by reference of Boeing Service Bulletin 737-57-1129, Revision 2, dated May 28, 1998, is approved by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Boeing Service Bulletin 737-57-1129, Revision 1, dated October 30, 1981; as revised by Notice of Status Change 737-57-1129 NSC 1, dated July 23, 1982; Notice of Status Change 737-57-1129 NSC 2, dated April 14, 1983; and Notice of Status Change 737-57-1129 NSC 3, dated May 18, 1995; was approved previously by the Director of the Federal Register as of September 17, 1996 (61 FR 41957, August 13, 1996).

(3) 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 September 12, 2000.

FOR FURTHER INFORMATION CONTACT: Nancy Marsh, 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.

Issued in Renton, Washington, on July 31, 2000.

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