

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-085/2000

Datum vydání: 23. srpna 2000

LETOUN - KYSLÍKOVÉ MASKY - KONTROLA/VÝMĚNA

Týká se: letadel Boeing 737 pořadových čísel na výrobní lince 1 až 2984 včetně; 757 pořadových čísel na výrobní lince 1 až 798 včetně; 767 pořadových čísel na výrobní lince 1 až 682 včetně a 777 pořadových čísel na výrobní lince 1 až 083 včetně; certifikovaných v kterékoliv kategorii a vybavených kyslíkovými maskami Puritan-Bennett pro cestující a palubní průvodčí, jak je uvedeno v Boeing Service Bulletin 737-35-1049 vydaném 17. září 1998; 757-35-0014 vydaném 10. září 1998; 767-35-0033 vydaném 10. září 1998 nebo 777-35-0005 vydaném 3. září 1998.

Datum účinnosti: 05. října 2000

Provést v termínech: Jak je popsáno v FAA AD 2000-15-16 (příloha tohoto PZZ).

Postup provedení prací: Dle FAA AD 2000-15-16.

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 2000-15-16.

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Ředitel technického inspektorátu
Úřad pro civilní letectví

2000-15-16 BOEING: Amendment 39-11848. Docket 98-NM-355-AD.

Applicability: Model 737 series airplanes, line numbers 1 through 2984 inclusive; Model 757 series airplanes, line numbers 1 through 798 inclusive; Model 767 series airplanes, line numbers 1 through 682 inclusive; and Model 777 series airplanes, line numbers 1 through 083 inclusive; certificated in any category; and equipped with Puritan-Bennett passenger and flight attendant oxygen masks, as listed in Boeing Service Bulletin 737-35-1049, dated September 17, 1998; 757-35-0014, dated September 10, 1998; 767-35-0033, dated September 10, 1998; or 777-35-0005, dated September 3, 1998; as applicable.

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 failure of the supplemental oxygen system to deliver oxygen to the passengers and flight attendants in the event of decompression, which could result in injury to passengers and flight attendants, accomplish the following:

Inspection

(a) Within 5 years after the effective date of this AD, perform a general visual inspection to determine the vendor of all oxygen masks in the passenger cabin in accordance with Boeing Service Bulletin 737-35-1049, including Appendix A, dated September 17, 1998 (for Model 737 series airplanes); Boeing Service Bulletin 757-35-0014, including Appendix A, dated September 10, 1998 (for Model 757 series airplanes); Boeing Service Bulletin 767-35-0033, including Appendix A, dated September 10, 1998 (for Model 767 series airplanes); or Boeing Service Bulletin 777-35-0005, including Appendix A, dated September 3, 1998, (for Model 777 series airplanes); as applicable.

NOTE 2: For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

(1) If the oxygen mask is not manufactured by Puritan-Bennett, no further action is required by this AD for that mask.

(2) If the oxygen mask is manufactured by Puritan-Bennett, OR if the manufacturer of the mask cannot be identified, prior to further flight, perform a general visual inspection to determine the manufacturing date of the oxygen mask, in accordance with the applicable service bulletin.

Corrective Action

(b) For each oxygen mask manufactured by Puritan-Bennett or an unidentified manufacturer, if the mask was manufactured between May 1986 and July 1998 inclusive, OR if the manufacturing date cannot be determined: Prior to further flight, accomplish either paragraph (b)(1) or (b)(2) of this AD.

(1) Replace the lanyards on the masks with new lanyards in accordance with Boeing Service Bulletin 737-35-1049, including Appendix A, dated September 17, 1998 (for Model 737 series airplanes); 757-35-0014, including Appendix A, dated September 10, 1998 (for Model 757 series airplanes); 767-35-0033, including Appendix A, dated September 10, 1998 (for Model 767 series airplanes); or 777-35-0005, including Appendix A, dated September 3, 1998 (for Model 777 series airplanes); as applicable.

(2) Replace the existing oxygen mask with a new mask that was manufactured by Puritan-Bennett before May 1986 or after July 1998, or by another vendor, and that has the same Boeing part number, or that is FAA-approved for installation as an alternative to the Puritan-Bennett mask.

Spares

(c) As of the effective date of this AD, no person shall install an oxygen mask manufactured by Puritan-Bennett between May 1986 and July 1998 inclusive, on any airplane, unless the lanyard has been replaced with a new lanyard in accordance with paragraph (b) 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.

Incorporation by Reference

(f) The actions shall be done in accordance with Boeing Service Bulletin 737-35-1049, including Appendix A, dated September 17, 1998 (for Model 737 series airplanes); Boeing Service Bulletin 757-35-0014, including Appendix A, dated September 10, 1998 (for Model 757 series airplanes); Boeing Service Bulletin 767-35-0033, including Appendix A, dated September 10, 1998 (for Model 767 series airplanes); or Boeing Service Bulletin 777-35-0005, including Appendix A, dated September 3, 1998 (for Model 777 series airplanes); 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. 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: Susan J. Letcher, 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) 227-2670; fax (425) 227-1181.

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

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