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## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-086/2003

Datum vydání: 13. října 2003

**BOEING**

737-400, -500, -600, -700, -800

### LETOUN – STĚRAČE ČELNÍHO SKLA - ELEKTROINSTALACE – MODIFIKACE/VÝMĚNA

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**Týká se:** letadel Boeing 737-400 a -500, uvedených v "Boeing Alert Service Bulletin 737-30A1052", vydaném 12. října 2000 a letadel Boeing 737-600, -700 a -800, uvedených v "Boeing Alert Service Bulletin 737-30A1049", vydaném 1. června 2000; certifikovaných v kterékoliv kategorii.

**Datum účinnosti:** 27. listopadu 2003.

**Provést v termínech:**

Jak je popsáno v FAA AD 2003-20-13 od data účinnosti tohoto PZZ.

**Postup provedení prací:**

Dle FAA AD 2003-20-13 (příloha tohoto PZZ).

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*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 2003-20-13.

**Ing. Pavel MATOUŠEK**  
ředitel

**2003-20-13 Boeing:** Amendment 39-13331. Docket 2001-NM-326-AD.

*Applicability:* Model 737-400 and -500 series airplanes, as listed in Boeing Alert Service Bulletin 737-30A1052, dated October 12, 2000; and Model 737-600, -700, and -800 series airplanes, as listed in Boeing Alert Service Bulletin 737-30A1049, dated June 1, 2000; 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 a reduction in flight crew visibility due to stalled wiper motors during heavy precipitation and a period of substantial crew workload, which could result in damage to the airplane structure and injury to flight crew, passengers, or ground personnel during final approach for landing; accomplish the following:

### **Compliance Time**

(a) For all airplanes: Within 36 months after the effective date of this AD, do the actions specified in paragraph (b) of this AD, or paragraph (c) or (d) of this AD, as applicable.

### **Modification**

(b) Modify the wiring to the left and right windshield wiper motors in the flight compartment (including changing certain wire bundles, reducing the windshield wiper blade force to between 3.5 and 4.5 pounds, and doing an operational test of the windshield wiper system), per Boeing Alert Service Bulletin 737-30A1052, dated October 12, 2000 (for Model 737-400 and -500 series airplanes); or Boeing Alert Service Bulletin 737-30A1049, dated June 1, 2000 (for Model 737-600, -700, and -800 series airplanes); as applicable.

### **Replacement**

(c) For Model 737-600, -700, and -800 series airplanes: Replace the left and right windshield wiper motor/converters in the flight compartment (including increasing the blade force of the windshield wipers to between 6.5 and 7.5 pounds; and doing an operational test of the windshield wiper system), per Boeing Service Bulletin 737-30-1054, Revision 1, dated March 6, 2003.

(d) For Model 737-400 and -500 series airplanes equipped with brushless windshield wiper motor/converters: Replace the left and right windshield wiper motor/converters in the flight compartment (including increasing the blade force of the windshield wipers to between 6.5 and 7.5 pounds; and doing an operational test of the windshield wiper system), per Boeing Service Bulletin 737-30-1055, Revision 1, dated March 6, 2003.

### **Credit for Previously Accomplished Replacements**

(e) Replacement of the left and right windshield wiper motor/converters accomplished prior to the effective date of this AD per Boeing Service Bulletin 737-30-1054, dated May 9, 2002, is considered acceptable for compliance with the requirements of paragraph (c) of this AD.

(f) Replacement of the left and right windshield wiper motor/converters accomplished prior to the effective date of this AD per Boeing Service Bulletin 737-30-1055, dated November 14, 2002, is considered acceptable for compliance with the requirements of paragraph (d) of this AD.

### **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 Aircraft Certification Office (ACO), FAA. 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 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

### **Special Flight Permit**

(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.

### **Incorporation by Reference**

(i) Unless otherwise specified in this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 737-30A1049, dated June 1, 2000; Boeing Alert Service Bulletin 737-30A1052, dated October 12, 2000; Boeing Service Bulletin 737-30-1054, Revision 1, dated March 6, 2003; or Boeing Service Bulletin 737-30-1055, Revision 1, dated March 6, 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. 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**

(j) This amendment becomes effective on November 13, 2003.

### **▼ Footer Information**

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

Vi L. Lipski,

Manager, Transport Airplane Directorate,

Aircraft Certification Service.

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