

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-093/1999

Datum vydání: 13. září 1999

LETADLO - VÝŠKOVÉ KORMIDLO - KONTROLA

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

Datum účinnosti: 04. listopad 1999

Provést v termínech: Jak je popsáno v FAA AD 99-18-01.

Postup provedení prací: Dle FAA AD 99-18-01.

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. Kračmer. 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 99-18-01.

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

99-18-01 BOEING: Amendment 39-11267. Docket 99-NM-179-AD. Supersedes AD 99-13-51, Amendment 39-11213. Issued August 18, 1999.

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 (j) 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 loss of controllability of the airplane due to excessive freeplay in the elevator tab or a free tab, accomplish the following:

Airplane Flight Manual (AFM) Revision Required by AD 99-13-51

(a) Within 24 clock hours after July 6, 1999 (the effective date of AD 99-13-51, amendment 39-11213), 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."

Action in Event of Speed Brake Deployment

(b) In the event of deployment of the speed brakes at speeds in excess of 310 knots IAS, prior to further flight after landing, accomplish the requirements of paragraph (c) of this AD.

Inspection and Check Required by AD 99-13-51

(c) Within 10 days after July 6, 1999, perform a high frequency eddy current (HFEC) inspection of the elevator 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, or Revision 1, dated June 11, 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 (g) of this AD. After the effective date of this AD, only the HFEC and detailed visual inspection required by paragraph (f) of this AD shall be accomplished.

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

New AFM Revision

(d) Within 24 clock hours after the effective date 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. Following accomplishment of this AFM revision, remove the AFM revision required by paragraph (a) of this AD from the Limitations Section of the FAA-approved AFM.

"Except as otherwise provided for in the AFM emergency procedures, 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."

Action in Event of Speed Brake Deployment

(e) In the event of deployment of the speed brakes at speeds in excess of 310 knots IAS, prior to further flight after landing, accomplish the requirements of paragraph (f) of this AD.

Inspections and Check

NOTE 3: Accomplishment of the initial HFEC inspection and check required by paragraph (c) of this AD, prior to the effective date of this AD, in accordance with Boeing Alert Service Bulletin 737-55A1068, dated June 9, 1999, is considered acceptable for compliance with the HFEC inspection,

detailed visual inspection, and one-time freeplay check required by paragraph (f) of this AD.

(f) Within 10 days after the effective date of this AD, perform an HFEC inspection and a detailed visual inspection of the elevator tab mast fittings of the left and right elevator tab assemblies to detect cracking, and a one-time elevator tab freeplay check to detect freeplay of the elevator tabs, in accordance with Boeing Alert Service Bulletin 737-55A1068, Revision 1, dated June 11, 1999. Accomplishment of these actions terminates the inspections and checks required by paragraph (c) of this AD.

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

(2) If any cracking is found in any elevator tab mast fitting, prior to further flight, accomplish the replacement action required by paragraph (h) of this AD.

(3) If any freeplay is found in any elevator tab, which 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 4: 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."

NOTE 5: Boeing Alert Service Bulletin 737-55A1068, Revision 1, dated June 11, 1999, references Boeing Model 737-600/-700/-800 Maintenance Manual (AMM), Subjects 27-09-91, 27-31-00, 27-31-34, and 51-21-99; 737 Nondestructive Test (NDT) Manual D6-37239, Part 6, Subject 51-00-00; 737 Structural Repair Manual (SRM) Subjects 51-20-01, 51-20-07, and 51-21-99; and 737-600/-700/-800 Operations Manual Service Bulletin "Elevator Tab Operational Limitations"; as additional sources of service information to accomplish certain requirements of this AD.

Time-Limited Modification

(g) Within 90 days after July 6, 1999, 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, or Boeing Alert Service Bulletin 737-55A1068, Revision 1, dated June 11, 1999. Accomplishment of this modification constitutes terminating action for the requirements of paragraphs (b), (c), and (e) of this AD. Following accomplishment of the installation, the AFM revision required by paragraphs (a) and (d) of this AD may be removed from the AFM. Following accomplishment of the installation, repeat the HFEC and detailed visual inspection required by paragraph (f) of this AD thereafter at intervals not to exceed 90 days, until accomplishment of paragraph (h) of this AD.

Optional Terminating Action

(h) Replacement of the elevator tab mast fittings with new, improved tab mast fittings, in accordance with Boeing Service Bulletin 737-55-1063, dated July 1, 1999, constitutes terminating action for the requirements of this AD.

Spares

(i) As of the effective date of this AD, no person shall install an elevator tab mast fitting, part number (P/N) 183A8400-1 or 183A8400-2, on any airplane.

Alternative Methods of Compliance

(j) 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 6: 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

(k) 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

(l) Except as provided by paragraphs (a), (b), (e), and (f) of this AD, the actions shall be done in accordance with the following service information, as applicable:

(1) The incorporation by reference of Boeing Alert Service Bulletin 737-55A1068, Revision 1, dated June 11, 1999, and Boeing Service Bulletin 737-55-1063, dated July 1, 1999, as applicable, was 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 Alert Service Bulletin 737-55A1068, dated June 9, 1999, was approved previously by the Director of the Federal Register as of July 6, 1999 (64 FR 34976, June 30, 1999).

(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.

(m) This amendment becomes effective on September 9, 1999.

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.